

Information Division  
Air Service

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

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AVIATION IN RUSSIA FROM 1917 to 1921.

Aviation in Russia has always been an unknown quantity, but seen from the serious side it has always been regarded as totally ineffective. Before the war both the Army and Navy wings of the Imperial Russian Flying Corps were made up of a nondescript collection of aircraft, principally French, but containing a few British and American machines, the latter being Curtiss flying boats of the Navy wing.

At the outbreak of war there were not more than from 100-150 effective machines of doubtful vintage in the whole of Russia, and it was not until 1916 that any effort was made in Russia to produce airplanes and aero engines.

The principal aircraft factories at that time were the Russo-Baltic Works in Petersburg, which built aircraft to the designs of Igor Sikorsky, and Lebediew, which produced biplanes fitted with Salmson engines. In Moscow the Dux Works built Nieuport and Spad biplanes. This firm had a branch in Odessa, where Anatra seaplanes and Anasal engines, the latter of Salmson type, were turned out under the supervision of a French engineer, M. Decaux. In addition, France supplied quantities of aircraft, mainly Spads, Great Britain Sopwiths, and U.S.A. Curtiss flying boats.

When the revolution broke out, aviation was just beginning to impress Army H.Q. as to its value, and the great hopes that were attached to the revolution generally were equally felt with respect to aviation.

The ideals of Bolshevism, which were apparently, "Everyone for himself", apart from the fact that Russia was still nominally at war, were not in keeping with industrial prosperity and development, with the result that popular interest palled and production fell off. At what was once the front the air service suffered a similar slump, as all would be pilots and none mechanics. As a result, work practically ceased and supplies sent to the front were stolen en route. The Dux factory alone kept open, but the nature of their work could hardly be recognized as of national importance.

During the Civil War the Aviation Section of the Northern Army at Archangel, under Capt. Kozakhoff, who was nominally under the British forces stationed there, was in a fairly good state of efficiency.

After the failure of this Army the volunteer army of General Wrangel possessed the strongest air service. This started with two machines left behind by the Bolsheviks at Rostov during the retreat, but it gradually expanded until at one time it consisted of six squadrons, - four volunteer squadrons and two Don squadrons, each consisting of three flights of six machines. Bombing was the principal duty with the various nondescript air services, as there were no recognized trench lines, but owing to the difficulty of telling friend from foe, and also the fact that either side was impartial as to the treatment of prisoners, the practice of flying over what was possibly enemy territory was not exactly "de rigeur".

The Allies supplied the South Russian air service with many machines, but owing to the majority of them being single-seater fighters, they were not of much use, as there were no opponents to fight. Of all the flying equipment supplied, only two squadrons of D.H.'s proved to be of any use. The main force of the volunteer air service was kept in the Crimea, and was commanded by Gen. Tkatchoff, who had been chief of the Imperial Air Service during the Great War.

Practically no offensive work was carried out by the Bolshevik aircraft, although it was known that considerable sums had been spent on it and that they held much equipment dating from pre-revolutionary days. The Bolshevik air force was commanded by a young pilot named Sergieff, whose principal qualification for the post appeared to be that he possessed all the vermilion qualities

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of a keen Bolshevik, and all his underlings were young men with no previous experience in aviation, being apparently selected for their political leanings. A few former Imperial Russian air service officers were serving with the Soviet forces, but as their families were held as hostages for their faithfulness to the Red regime, confidence and cooperation between H.Q. and squadrons were not of the highest quality.

In spite of the tender care shown by the Soviet authorities, numbers of Bolsheviks surrendered to the White forces, with the result that all Red Squadrons were finally withdrawn in order to stop leakage of military secrets. To replace these squadrons it was decided to train Lithuanians and Chinese, but owing to the amount of "bois casse" caused by unsuitable pupils, the only aircraft factory, the Dux Works at Moscow, could not keep pace in the supply of spares and new machines.

The gentle art of "scrounging" appeared to be the principal qualification of a genuine Bolshevik, with the result that most of the petrol despatched to the front became the property of those into whose hands it fell.

Similarly Bolshevik naval aviation was hardly effective, although it possessed more enterprise than its military counterpart. This can possibly be accounted for by the fact that there existed in the Black Sea a fairly strong force of the R.A.F. operating in connection with the Royal Navy.

The Russian seaplane industry was always in a more flourishing condition than the airplane industry. The Russian firm of Shetetnin gradually became the chief contractor to the Russian Navy, and aircraft built by them to the designs of naval engineer Grigorovitch formed the main equipment during the latter part of the war. The principal models used were the M. 5, a two-seater fitted with a Mono-Gnome engine, the Salmson engined three-seater M. 9, and the M. 15 two-seater, fitted with a 150 h.p. Hispano Suiza. The fighting qualities of these aircraft were poor, but the machines were very stable and carried a large useful load.

Shortly before the outbreak of the revolution, the M. 23 was produced. This was a pursuit flying boat fitted with a Hispano-Suiza engine, and proved to be a success, but it could not be put into production because of the revolution.

The seaplane industry has now ceased to exist. The main stores, in Petersburg, were destroyed by explosion and much material was lost during the Bolshevik retreat from Petersburg to Yaroslav.

So long as the Red regime exists, Russia can never hope to reorganize its aircraft industry. Its total lack of skilled engineers, mechanics, and suitable materials is a cause in itself, and an illustration supplied by the workers of the Fiat firm in Italy shows how not to run a large industry on the Soviet system.

It only remains for them to obtain supplies from other countries, and assuming that they intend to build up an Air Force it would appear that, so long as Russians are learning to fly, firms favoured by their patronage may expect to be kept busy.

One professes to know nothing of what Bolshevik Russia intends to do in this respect, although for one to say that no firm in Great Britain would have anything to do with Russia in supplying Russians with means of a rapid exit from their earthly existence might make one confess to having told an untruth. Anyway, according to those who know, the Russian is temperamentally unfit to fly, and will never make a mechanic, so that so long as he is willing to and does pay for what he orders let us sell him aircraft. - The Aeroplane, (London).

SANTA ANA WIND STORM HITS ARMY BALLOON SCHOOL  
AT ROSS FIELD, ARCADIA, CALIF.

On Saturday morning, December 5th, with but a short warning, a terrific wind storm visited the Army Balloon School at Ross Field, Arcadia, California, doing considerable damage to the electric power and lighting system and causing Army officials much concern over the safety of the Pony Blimp, as well as a captive balloon and the buildings that house those gas bags.

One half of a large windbreak surrounding a balloon bed was lifted from its resting place and thrown to the ground several feet away from the original place, with the power of an avalanche. Fortunately, the bed was empty or serious damage might have resulted.

The timely action of Lieut. Joseph T. Sullivan, Field Balloon Officer, kept one balloon from being torn from its moorings and blown to destruction. As the storm came swooping down on the field, Lieut. Sullivan with the 1st and 13th companies, rushed to the balloon bed and with heavily loaded sandbags and ropes made secure the big envelope against the powerful and demonical thrusts of the "Santa Ana" blow.

The pony blimp, in spite of the care and work to protect it, suffered some damage. A portion of the right forward side of the pilot's car was stove in by being dashed against the side of its storage pit. Further damage and resultant loss of valuable government property was obviated by the prompt action of Lieut. Bruce N. Martin, the blimp pilot. The huge tent hangar was subjected to a strain far more severe than ever intended, but although it groaned and strained under the terrific pressure of the 60-mile gale it held together, while inch thick ropes snapped like thread. Steel hydrogen cylinders, weighing about 200 pounds each, were placed around the edge of the tent to keep it in place, but they were brushed aside as leaves before a hurricane.

All the precautions taken had the effect of lessening the destructive action of the wind. The tent came out of the storm much the worse for wear and tear, showing many long rips and weakening rents in its expansive sides. It had served its purpose, however, in that it prevented the destruction of its ward, the Pony Blimp, and saved itself from destruction.

The government air base was not alone in the fight against the big wind. The Mercury Airdrome Company, a local concern, lost several airplanes, and the Goodyear Pony Blimp, a privately owned airship, was also damaged considerably.

Santa Anas, or heavy wind storms, visit this section of the country several times a year, reaching unbelievable velocities. Saturday's blow was estimated at 60 miles an hour. Trees two feet in diameter were uprooted, telephone poles blown to the ground and roofs of houses were lifted from their girders. Telephone service, electric light and power wires were out of commission nearly all day.

It will take a few days to clean up the debris that was blown on the field. The field is covered with leaves, branches and big pieces of eucalyptus bark torn from the trees by the force of the wind that came unwelcomed to the San Gabriel Valley.

#### NEW OPERATIONS OFFICE AT POST FIELD.

A new operations office, located on the flying field, has just been completed at Post Field, Fort Sill, Okla., as the first step in an improvement program that promises to make this station one of the best appearing fields in the country. In addition to housing the office and equipment of the Operations Department, a lounge for pilots is provided. Comfortable seats, pictures, and flying and other publications make this an attractive gathering place. Work has already begun on an ornamental gateway to the field. The entrance is being widened and will be marked by two large stone pylons, each surmounted by an electric light. The painting of buildings is also under way.

#### TYPE D AIRSHIP ARRIVES AT ROSS FIELD.

The long hoped for "D" type airship arrived at Ross Field on December 6th, and is now under the care of Lieut. Shoptaw, who will supervise the preparation of the airship for flights. Some work must be done to realign the car and put it in first class shape. As soon as the new steel hangars are completed the ship will be inflated and put in the air. The concrete standards are all laid and set, everything being ready for the erection of the steel structure which is expected to arrive shortly from the east.

#### TEST OF FLOATATION GEAR ON A DEHAVILAND PLANE.

A test of the merits of a floatation gear installed on a DeHaviland 4B plane under the direction of 1st Lieut. F.D. Hackett, Air Service, engineering officer at Crissy Field, Presidio of San Francisco, Calif., was made at that station on the afternoon of December 9th. The plane was ready for the test at

the scheduled time, Photographic Section No. 15 being present for the purpose of securing suitable pictures of the event, also many interested observers. Major George H. Brett, commanding officer of Crissy Field, in company with Major H. H. Arnold, 9th Corps Area Air Officer, gave the signal, and Lieut. Hackett as pilot, with Master Sergeant Alfred Bernhard as passenger, took off amid the well wishes for a successful trial. After circling the field at an altitude of about 1,000 feet, Lieut. Hackett pulled the throttle and nosed her down, while movie men present cranked their cameras. Prior to the take off, a boat manned by Crissy Field men put out for the Bay and stayed by for the landing of the plane. Within an hour and a half after the successful landing, the Crissy Field men had the plane back in the hangar and were preparing it for another like flight. Much was gained from this flight, as it certainly demonstrated that the floatation gear will well serve its purpose and should be installed in all ships flying out of Crissy Field which work with the Coast Artillery, as their missions always carry them well outside of a safe gliding distance to land.

#### MARSHAL FOCH VISITS ELLINGTON FIELD.

Marshal Foch visited Houston for four hours on Wednesday, December 7th, and Ellington Field did her share in the welcome accorded him. Two formations of five SE5's met the train some fifty miles out of Houston, and escorted the special Legion train into town, notwithstanding the fact that it was raining. The Marshal ran from door to door of the train, saluted the flyers, and exhibited his pleasure by gestures, which constituted an international language, for they were easily read, and some of them were so humorous as to be well worth seeing. The exuberance and enthusiasm of Marshal Foch was surprising. After his arrival in Houston the Marshal told Captain Hunter that this was the first time he had had an aerial escort, and he was greatly pleased.

The class of student aviators piloted the SE5's, led by their instructor, Lieut. Sheridan, who reported the work of the pilots as perhaps the most excellent and well disciplined of his experience.

#### PURSUIT ENGINES IN AMERICA.

The December issue of "The Wright Engine Builder", published monthly by the Wright Aeronautical Corporation of Patterson, N.J., contains an article on "Pursuit Engines in America", in which, after making a comparison of the performance in flying level and climbing of a plane, first equipped with a 12-cylinder engine and then with the Wright 8-cylinder engine, the claim is made that the Wright Aeronautical Corporation, manufacturing the Wright engine (the Americanized Hispano-Suiza) are building the most efficient pursuit type engine in the world.

The article, quoted in part, is as follows:

"Whatever our accomplishment has been during these past three years is expressed through the medium of the performance of our H-3 engine, which is now current product. After a survey of the field abroad, which has recently been made by our Mr. Peterson, we believe that the French Hispano is still the most efficient and effective pursuit type engine which they have on the other side. We all know that during the war the Hispano engine was the last word in pursuit equipment.

Our competition in this country in the development of a pursuit engine has been in the 12-cylinder type engines. Our Engineering Department has always felt that there was theoretically a very considerable advantage in eight-cylinder engines compared with the 12-cylinder type.

In order to determine the performance, if any, on plane performance between eight-cylinder and twelve-cylinder engines, a study has been made of the weight per horsepower of each type. The effects of the difference in weight per horsepower have been studied from a comparative test in an XBIA ship, equipped with both types of engines.

Three representative makes of engines have been taken for this comparison, two of them "twelves" (Packard A-1237 and Curtiss C-12) and one an "eight" (Wright). In order to make the weight comparison fair to all three engines, a

common mean effective pressure and crankshaft speed has been assumed. The actual dry weights of the engines have been taken, and the weight per horsepower figured from this data. Speeding up the engines or changing their compression ratios will simply change their power proportionally, so that the weights per horsepower are comparative.

The power plant weight is figured by adding to the engine weight dry, the weight of the water in the engine in each case, plus the weight of water and radiator figured at .65 lbs. per horsepower. The total power plant weight thus obtained is divided by the horsepower shown. It should be noted that one of the "twelves" mentioned has been found to require a 30% larger radiator in service, and the equivalent increase in the amount of water carried to cool it as effectively as the "eight". Due to the greater area of water-swept surface in a "twelve", such an increase is to be expected. Naturally, it still further increases the advantage of the eight-cylinder type, when plane performance is considered, as a larger radiator not only means more weight, but more head resistance.

In the light of the above comparison, a recent test made at the McCook Field has proved in a most practical way the advantages claimed. For the purpose of studying the comparative performances, those making the test used an XBIA ship, equipped as required for Corps Observation, with an endurance of one-half hour at sea level and four hours at 10,000 feet, with both types of engines. From the data obtained it can be readily seen that there is a tremendous advantage to be gained by the use of an eight-cylinder type of engine for pursuit work, due to the increase in performance obtained. The ship having an eight-cylinder Wright engine has the following characteristics at the fighting altitude of 15,000 feet:

- (1) Climbs to that position in 22% less time than the twelve-cylinder type.
- (2) Is climbing 64% faster at that altitude.
- (3) Is 7% faster in level flight at that altitude.

The actual weight difference between the ship powered with the eight-cylinder and the twelve-cylinder type is 197 lbs., the ship in each case carrying the same useful load and having the same endurance. The detrimental effect on the plane performance of the additional weight of approximately 200 lbs., involved by the use of the twelve-cylinder type, is clearly shown. Besides the superior performance, the eight-cylinder type enables the plane to maneuver more rapidly, due to its compactness, and is naturally much easier to overhaul than the twelve, due to its fewer parts.

In view of the above, we believe we have the right to feel that we are building the most efficient pursuit type engine in the world, and that this engine is now available for the use of our military and naval program."

#### AIRPLANE LANDING FIELD AT BOSTON, MASS.

The Board of Directors of the Boston Chamber of Commerce has given approval to a report submitted by the Committee on Post Office and Postal Facilities, recommending that the Chamber favor the newly filled land between Jeffries Point in East Boston and Governor's Island for a government and public airplane landing field. As a result of the Directors' approval, the Chamber will also request that an appropriation of approximately \$35,000 be placed in the State budget of the Department of Public Works to cover the cost of preparing this landing field.

The report goes on to say that aviation has come to stay and that the question before the country is how to maintain the development reached during the war and how to develop it further to yield the greatest usefulness for both commercial and military purposes. After emphasizing the urgent need for a comprehensive system of landing fields, adding that every landing field is an added factor of safety to commercial aviation, reducing as it does the chance that in an emergency a plane will have to land in a fence corner or on a highway, the report states that no section of the country now has an adequate system of landing fields, and that Massachusetts is no exception, having practically no fields that can be classed as better than emergency, and an extremely small number of even these, the government landing field at Framingham being little more, in size, than an emergency landing field.

The airplane manufacturing industry is scattered, and there are but few commercial air routes. A series of well equipped, first-class landing fields in the cities of Massachusetts, with emergency fields at frequent intervals in

the towns, would be the best inducement to airplane companies to locate here that could be found. Many people claim that Boston should take the lead by establishing a landing field, the chances being good that the city will be made the terminal of an air mail route. While the air mail at present is restricted because of the lack of funds, there is no doubt that it will be considerably extended in the near future.

Touching on the subject of commercial aviation, the report states that the industry is still in its infancy and that there are many companies that are anxious for an opportunity to commence commercial flying and the manufacturing of airplanes. In either case the company must be located near a landing field. If the company be engaged in commercial flying, it needs a field as a terminal. If it be engaged in the manufacturing of airplanes it needs a field where it can test out the machines, and from which it can deliver machines under their own power, instead of by slow and costly freight. It is not practical to send machines by truck from the factory to a field fifteen or twenty miles off in order to test it, nor is it practical to send freight and passengers a like distance. Such a handicap would overcome the chief advantage the airplane has over other means of transportation - speed.

There are several airplane companies in and near Boston, the report states, but because of lack of landing facilities they are unable to develop as much as they might readily otherwise. They have selected Boston as being the natural center of New England for airplane development. With a landing field in Boston - within a few minutes of the center of the city, commercial air routes to other points could probably be established. The possibilities of such routes are shown by the fact that over five hundred passengers are carried each week between London and Paris, not to speak of the passengers coming into Paris from other places, while 40 tons of aerial freight are handled each day at Le Bourget, the Paris airport.

After discussing the development of commercial aviation in Europe and contrasting it with this country, where there is but one commercial air route - from New York to Atlantic City in the summer and from Key West to Havana in winter - the report touches on the important factor aviation has become in the military establishment. In Boston and in the immediate vicinity are large numbers of men who received their training during the war and flew over the lines in France, or on one of the many naval patrols. It is essential to the interest of military aviation that the training and interest of these men in aviation be kept up, and that they interest others in, and train them in, the work of an army or navy flyer. If this is to be done, an airplane landing field near Boston, which can be reached in a reasonably short time from any part of the city, is essential.

Commenting on the fact that for laboratory experiments the Army - which has taken the lead in developing aviation through experimental work, its experiment station for actual flying being located at McCook Field, near Dayton, Ohio - has entered into an agreement with the Massachusetts Institute of Technology, by which it has full use of the very complete aeronautical laboratory of that institution, the report states that the chief difficulty with the present arrangement is the distance between the laboratory and the field for actual flying tests. It is quite conceivable that if a landing field were established in Boston, the army experiment station might be transferred in Boston, or a branch established. This would mean an enormous boom for aviation and would immediately make Boston one of the leading centers of the airplane industry.

The report makes mention of the efforts made by the United States Government to encourage the establishment of landing fields, its offer to assist in establishing such fields in leading centers by agreeing to equip and operate certain fields; its offer to Boston to equip a field with two portable steel hangars and certain other landing field equipment which, when set up, will cost over \$12,000; and states that the government would then control and operate the field, permitting civilians and commercial companies to use it and possibly to erect their own hangars on it. Owing to the small size of the Air Service appropriations, it will be impossible for the government to prepare a field in any of these central cities. The actual work of preparing must be done by the city, the State, or private enterprise, and when a field is prepared, the government would lease it for \$1.00 a year.

In describing the landing field proposed, the report states that only one portion of the field touches an inhabited area, and the nearest residence in the

direction in which machines would land and take off is about one-third of a mile from the proposed runways. Any possible danger to inhabitants of adjoining areas is practically eliminated by the distance. Most accidents occur in taking off or in landing, as for instance, when the engine fails in taking off and there is not sufficient room to land without striking an obstacle. If the engine failed in taking off from the East Boston location, the pilot would have plenty of room to land before he came anywhere near any buildings. Another feature making for the safety of the field is the fact that it is surrounded on three sides by water, and so is in no danger of ever having buildings put up around it. Furthermore, by making the field fully available for seaplanes, this water makes the field of far more value in the development of aviation than would be possible in any inland field. It is estimated that it would cost about \$35,000 to put this field in shape to be used next summer. This would provide for levelling, rolling and sub-draining two runways, 1500 feet by 100 feet.

#### THE AERO CLUB OF MINNEAPOLIS, MINNESOTA.

"Contact": We're off! and the Aero Club of Minneapolis introduces its first issue of "Contact", a mimeographed journal, issued monthly with the object of bringing all members in closer touch with the Club's purposes and its activities, the advancement of aeronautics and the encouragement of the use of aircraft throughout the Great Northwest.

In its leading article the statement is made that there are two main reasons which are holding back the development of Aviation, the first being the lack of suitable landing fields and the second public opinion. It has taken the automobile twenty years to reach it's present stage of perfection. Gasoline can be had anywhere. There are sign boards at all road intersections. Good roads have come to be commonplace rather than the exception. That is, the facilities for operating the automobile have kept abreast with it's development. Now, the war put the airplane fifteen years ahead of itself. The airplane has reached a fine point of perfection and the development of airways, landing fields and fueling facilities has not progressed accordingly. The war is also largely responsible for public opinion. War machines were exceptionally light and fast. Their use was spectacular and dangerous. The United States is far behind the rest of the world in the development of aviation, and it is the purpose of this Club to do what it can to overcome the obstacles in the way and to bring, at least this part of, the United States, into it's own place in the Aeronautical World.

The general purpose of the Aero Club of Minneapolis is to promote interest in and to advance the science of aeronautics; to provide by lease or purchase suitable landing fields for the use of it's members; to erect, purchase or lease suitable hangars for the use of it's members; to purchase or lease suitable aircraft for it's members; to provide, erect, own, lease, furnish or manage any buildings, halls, or rooms for the use of the Club.

The Aero Club maintains downtown quarters at Tenth Street and Nicollet Ave.; Club, library and lounge rooms; a dormitory with a waiting list; a mighty fine cafe serving the best meals in the city for the money.

The present officers and co-aids have increased the membership from 200 to 325 since January 1, 1921. The fixed assets have increased \$2,448.00 since that time. The Club is on a cash basis, and does not owe a cent to anyone.

Since the war, the Aero Club continued it's good work and accomplished the following:

1. Was primarily instrumental in giving Minneapolis one of the finest, and so recognized municipal landing fields in the United States.
2. Aided materially in securing for the Minnesota National Guard the first Aerial Observation Squadron in the United States.
3. Has awakened a live interest in real aviation here in the Northwest through Aero Club activities, such as Field Days, Flying Dinners, the coming National Air Derby and Aviation Ball.
4. Has secured the whole hearted cooperation of Minneapolis and St. Paul leading newspapers and has done much to mold newly awakened public opinion regarding Air Service as a new modern means of fast transportation and national defense, in place of the recent "Man in Red Tights Circus" stuff and "Crash News", which have occupied the public minds for so long.

The Club has secured a Canadian Curtiss training plane which will be kept at its own landing field for the benefit of its members.

The Aero Club of Minneapolis deserves warm commendation for its efforts in the interests of aeronautics, and we trust that its new publication will live long and prosper.

#### UNUSUAL INCIDENTS IN AVIATION.

##### Plane crashes on top of another one.

Lieut. Andrews, of Ellington Field, had a very unfortunate experience with a civilian "Jenny" a few days ago. While on a cross country trip, weather conditions made a landing necessary at Beeville, and as he levelled out the civilian plane crashed on top of him. The Jenny propeller hit him on the head, breaking the propeller. From one point of view it was quite fortunate. He might have been seriously hurt.

The damaged DH was flown back to Ellington Field by Lieut. Yeager. While Lieut. Andrews is suffering from the matrimonially familiar rolling-pinitis at present, he expects that the dogs on the post will quit barking at him in a few days, and in a week or two to look remarkably like his former self.

##### Loses landing gear wheel on take off.

L. C. Weinberg was the principal party in a nerve-trying circumstance the other day at McCook Field when the Curtiss plane he was piloting dropped one of its landing gear wheels just as the plane was taking off.

Imagine yourself in a position where fate heartlessly points her finger at you and says "Young man, you are in for it, I'll let you sail around and have a good time until your gas runs out, but when you come down - and you've got to come down sooner or later, you are going to have a smash-up, there is no chance for you to avoid it". Well, that is the way it was put up to L.C.

When the pilot saw that he had lost a wheel he arose to some two thousand feet and unhooking his belt, hung out of the cockpit in an endeavor to see which wheel had broken loose. These attempts proved futile, as on each occasion the plane went immediately into a dive. Finally devising upon another plan Weinberg came down a bit and while holding the stick with his knees began signalling with his arms to the men on the ground. The onlookers immediately caught the idea and held up the left arm to signify the wheel lost.

Upon alighting the flyer banked his left wing and held the ship over on the angle. The plane veered along on the right wheel for a distance and then went over on her nose with but slight damage, and no injury to the pilot. - Slipstream.

#### AERONAUTICAL NEWS FROM OTHER COUNTRIES

##### England.

The success which attended the first Air Conference which was held in London last year has led to the decision to hold a second conference at the Guildhall in February next, under the auspices of the Air Ministry. At the last Conference service questions occupied a good deal of attention, but it has been decided that the February gathering will be concerned mainly with the development of commercial aerial transport. All aspects of this question will be discussed, and it is an advantage that Lord Weir has agreed to preside over the technical sessions. Invitations to the Conference are being issued to all those interested in the development of air transport, and arrangements are being made for demonstrations by aircraft and for a visit to the Croydon aerodrome for an inspection of as many types of machines as can be gotten together for exhibition purposes.

When the giant air liner "City of London" recently left the London Air station for Paris, a complete airplane engine was among the cargo carried.



## AERONAUTICAL NEWS FROM OTHER COUNTRIES (Cont'd)

### France.

The French company, Transaerienne de Tourisme et Messageries, is making overtures to the Portuguese Government for valuable concessions in Portugal and the islands and also in Portuguese Africa. American Minister Thomas H. Birch states that the company proposes a mail and passenger service for Lisbon, Paris being the starting point. Free transportation of Portuguese mail and the relinquishment of air material to Portugal in case of war are some of the inducements offered by the company.

### British Guiana.

The air mail service, maintained with the assistance of the French government up the Marowynne River, which is the boundary between French and Dutch Guiana, has been carried on with considerable difficulty, according to reports received from travelers. It is said that the engines are much affected by the moist climate, and that the variable depth of rivers renders a landing on their surface very dangerous because of concealed rocks which are often but a few inches below the surface of the water. This latter difficulty is intensified by the fact that the water is very often covered with mist, which prevents careful observation before landing.

The Bermuda and West Atlantic Aviation Company has proposed to the Government of British Guiana to make a demonstration and survey for aerial transportation - an offer probably now accepted.

### Sweden.

The biweekly air mail service between Stockholm and Reval, run by the Svenska Lufttrafik Aktiebolaget during the months of July, August and September, was suspended on October 1st. The American Minister, Ira N. Morris, at Stockholm, reports that from a technical point of view the service was very successful, but the infrequency of passengers made it a nonpaying enterprise.

The Postmaster General paid a subsidy for the carrying of mail, but this was not large enough to cover even mere working expenses. Of 21 round trips promised, 19 were carried out. The distance was covered in 2 hours and 20 minutes, on an average, while the steamers take 24 hours. Only 21 passengers were carried altogether, and 800 kilos of mail were transported from Stockholm to Reval.

This service has shown that aerial transportation over the Baltic is not only practicable but is likely to fill a real need when Russia again revives.

### Argentine.

Another indication of the success which is attending the efforts of Colonel Mosconi, Chief of the Army Aviation Service, and of the Argentine Patriotic League and the Aero Club of Argentina in arousing enthusiasm in aviation matters, is the presentation of a Bristol 300 h.p. Hispano Suiza to the Military aviation school at El Palomar by the city of Avellaneda. There seems to be but little doubt that the precise and practical plans of Colonel Mosconi for air routes, landing places, military-civil air station, etc., and the calls on the Provincial governments and cities, and on wealthy citizens for cooperation, are bearing fruit.

## SQUADRON NEWS

Post Field, Fort Sill, Oklahoma, Dec. 9

Two officers and two enlisted men of the Air Service, stationed at Post Field, lost their lives on November 30th, when the DeHaviland 4-B planes in which they were flying locked wings and fell to the ground.

The officers were Captain John F. Loomis and First Lieutenant John T. Lanfall, pilots; Privates Percy H. Smith and Guy M. Hubbard, mechanics, being passengers in the planes. Both pilots had been flying close together for a long time, going through different maneuvers. In some manner the ships came together and fell from an altitude of about 2,000 feet. They struck in a field about 400 yards east of the flying field and burst into flames.

Funeral services for the victims of the accident were held at the Fort Sill Chapel on December 3rd. Marching in the escort that followed the caissons bearing the bodies to the railroad station were all the officers stationed at Post Field, and the Air Service Observation School detachment. Flowers from four low flying ships were the final tribute from former friends and comrades of the Air Service.

Captain Loomis was a son of Mrs. C. W. Loomis, 206 Waugh St., Columbia, Mo. He entered the Army in August, 1917, when he was commissioned in the Coast Artillery Corps. He was in France with the 89th Division for 18 months, and following the Armistice served for 14 months at Fort Amador, Canal Zone. He transferred to the Air Service in December, 1920, took primary pilot training at Carlstrom Field until March, 1921, when he was transferred to Post Field.

Captain Loomis was an Honor Graduate of the Observation School at this field, and at the time of his death was attending the school for Air Service officers at the Artillery School, Fort Sill, from which he would have graduated December 15th. Captain Frank Pritchard accompanied his body to Columbia, Mo.

Lieutenant Lanfall entered the Army in June, 1917. He was stationed at various fields in this country, and spent two years at Luke Field, H.T. Upon his return to the United States he was ordered to duty at Post Field. First Lieut. Russell H. Cooper accompanied his body to Chicago, Ill., for burial.

Private Smith was serving in his first enlistment period. He was 28 years of age. His parents reside in Palmetto, Florida. Private Hubbard's home was at Armstrong, Iowa. He was 22 years of age, and was serving in his first enlistment period.

For the first time since Post Field was established, in 1917, an Air Service team, representing this field, won the football championship of Fort Sill - this in the 1921 tournament. The Post Field team defeated the team of the 1st Field Artillery 39 to 0, and took the long end of a 7 to 6 score from the Field Artillery School team. The latter contest was hard and closely played, with the outcome undecided until time was called on the fourth period. In five outside games played, the Post Field team won two, lost two and played one tie game. On December 1st the team will play a post season game with the American Legion team of Antain View, Okla., in an effort to wipe out the sting of a 7 to 0 defeat at Air hands on Thanksgiving Day. This game will be the opening event in a flying clinic to be held at the field that day. The football squad, consisting of 40 men at the start of practice, was trimmed later to 20. A regular training table had been established at one of the mess halls. Major John Jouett, Air Service, coached the team.

A general reorganization of the administration of Post Field has been worked out and put into effect, which will permit more efficient functioning of departments and organizations. Major Eugene E. Lohman, A.S., has been named head of the Training Department, which will have jurisdiction over both ground and flying instruction. Major Thomas G. Lanphier, A.S., has charge of the Flying Department, which includes now the strictly flying work, the Operations Office, and the Engineering Department.

The Administrative Department, including Post Field Headquarters, supply and similar departments, and organizations, functions under the immediate guidance of Major John Jouett, A.S., Executive Officer. Lieut.-Colonel Paul W. Beck, A.S., is Assistant Commandant of the Air Service Observation School and is in command of all Air Service activities at Fort Sill.

Recruiting for the Air Service at Post Field has been brisk since authority for taking on new men was granted by the War Department. Both the Observation

Post Field, Fort Sill, Oklahoma, Dec. 9, Cont'd.

School Detachment and the Communications School Detachment at the field are full strength at present. Balloon Company No. 23 has more than doubled its strength since November 1st. With 29 men on the rolls at that time, the number has been increased until there are now 64 men with the company, and the prospects for ultimate strength before the first of the year are considered good. All of the canvassing which has been carried on in nearby towns, has been done by noncommissioned officers, who are entitled to praise for their interest in seeking new men and for the results of their trips.

With the Christmas season almost at hand, a large number of officers planning leaves and a number expecting transfer, after completing their courses in schools at Fort Sill, considerable embarrassment and inconvenience has been caused by two banks at Lawton, Oklahoma, closing for liquidation. These two banks, the Security National, which closed on November 11th, and the First National, which closed December 8th, were patronized by virtually all officers at Post Field. Many were caught in both, as a large number who suffered when the first one failed to open, opened new accounts with the second. No definite information has been given as to what the fate of the deposits will be. Comiseration clinics are held whenever as many as two officers gather together.

Assignments of permanent stations to several officers who completed the Observation course at Post Field in September, and who have since been attending the School for Air Service officers at the Artillery School, Fort Sill, have been received during the past week.

Major Eugene E. Lohman, A.S., and Captains Charles B. Oldfield and Alfred F. King, A.S., are relieved from duty at the Artillery School and will report to the Assistant Commandant, Air Service Observation School, Post Field, for duty. Other officers of the class who will be assigned at this field permanently, on completing the artillery course, are Captains Walter F. Kraus, William H. Crom, John W. Kelley and Samuel B. Skemp, and First Lieutenant Ralph B. Walker.

Captain Floyd N. Shumaker, A.S., will report at Langley Field, and First Lieutenant Earle G. Harper to the Chief of Air Service when the artillery course is ended.

Captain Alexander Mileau, M.C., who has completed pilot training at Carlstrom Field, the Observers course at Post Field, and is now a student at the Artillery School, will be assigned as Flight Surgeon, Post Field, at the end of the course.

First Lieut. J. D. Givens, for nearly three years engineer officer at Post Field, has received orders transferring him to Chanute Field, Rantoul, Ill. 1st Lieutenant Harry Johnson will relieve Lieut. Givens as engineer officer.

Ross Field, Arcadia, Calif., December 12.

On Thursday evening, December 8th, the Aero Club of Southern California held it's Annual Aviation Ball in the Cocomat Grove of the Ambassador Hotel in Los Angeles. Two boxes were reserved for the officers of Ross Field and their wives. An interesting feature of the dance was a representation by the orchestra of an air raid over the front. To those who had been in action, the weird strains and noises produced by the musicians brought back memories of those days in France when an attack from the air was the expected rather than the unusual. The crowning episode of the evening was the enthroning of the Queen of the Ball, Miss Winston of Los Angeles, who was carried through the cheering crowd in a sedan borne by a representation of the officers from Ross Field. Among those present from Ross Field were: Major M. F. Davis, Captains and Mesdames P. D. Moulton, C. M. Savage and W. B. Gates; Lieutenants Harry Montgomery and B. N. Martin and their wives; Lieutenants J. A. Neely and A. J. Etheridge, and Lieutenant J. A. Healy and Miss E. McDougall of Ross Field.

Lieutenant J. F. Powell has succeeded in obtaining 22 recruits to fill the vacancies in the various organizations on the field. The recruit detachment is drilling every day and showing great improvement. The recruits are receiving the schooling under the guidance of Captain L. T. Miller, commanding officer of the 13th Balloon Company.

Friday evening the Officers' Club held the regular semi-monthly hop at the Santa Anita Officers' and Enlisted Men's Club in Arcadia, California. Greene's Orchestra from Los Angeles produced the music, which contributed much toward the enjoyment of the evening.

Ross Field, Arcadia, Calif., December 12, Cont'd.

On Thursday Captain and Mrs. George S. Warren entertained at luncheon in honor of Mrs. Warren's brother, Mr. Orrick McDearmon of Sioux City, Iowa, and his wife.

Captain J. P. Temple and Lieutenant J. A. Physioc have successfully completed the course at the Army Balloon School and have been assigned for duty to the 1st and 13th Balloon Companies, respectively.

Captain Edgar P. Sorenson has received orders relieving him from duty at the Army Balloon School and directing him to proceed to Washington for duty in the Office of the Chief of Air Service. He had been relieved as Secretary of the Army Balloon School by Captain E. W. Hill, A.S., who has just returned from leave.

Twice this week Major H. H. Arnold, Ninth Corps Area Air Officer, stopped at Ross Field to "gas up" on his way to and from San Francisco and San Diego.

Three new sets of double bars have made their appearance on the post, First Lieutenants Asa J. Etheridge, E.S. Schofield, and John P. Temple having been promoted to Captain.

Captains Edmund W. Hill and Garth B. Haddock have returned from leave, which was spent at the home of Captain Hill in San Rafael, California.

Second Lieutenant Leroy De Arco, Air Service, has reported for duty and has been assigned to Balloon Company No. 13.

On Friday afternoon March Field sent over its indoor baseball team to play the Ross Field Officers. The game ended with the March Field aviators on the short end, score: Ross Field 22, March Field 12. After the game a number of the March Field visitors remained to attend the regular semi-monthly hop at the Santa Anita Officers' and Enlisted Men's Club.

On Tuesday afternoon Mrs. Charles M. Savage entertained some of the ladies of the post at bridge. Among those present were Mesdames W. M. Clare, J. M. Downs, S. A. Kaufman, B. N. Martin, H. McCormick, H. W. Mooney, J. A. Physioc, H. C. Gray, J. A. Powell, Nellie Stone, G. S. Warren, G. C. Wynne and Mrs. A. B. Orpitz of Monrovia, Calif. Mrs. Wynne made high score and Mrs. Downs the low score.

Captain L. F. Stone and Lieut. C. P. Kane have left on a short hunting trip for Bear Valley, Mt. Wilson, California.

Lieut. John W. Shoptaw is creating a woodworking shop for the purpose of making repairs on the pony blimp, which was damaged by the wind storm last week.

Practice shoots for the Balloon Observers on duty at Ross Field still continue. Poor visibility has prevented a number of flights, but it is expected that all will finish before the new year sets in.

France Field, Cristobal, Canal Zone, December 3.

There is a pistol match on between the France Field and the Cristobal Pistol Teams. France Field won the first match and Cristobal the second. The next match, Sunday, December 10th, will decide the championship of the Zone. The France Field team consists of: Captain Orlo H. Quinn, Captain L. Ballantyne, Lieut. F. P. Albrook, Lieut. John M. Clark, W. O. Billingsley, Sergeants Bloomstrand and Johnson, and Private Kite. Experts' Medals will be awarded the winning team.

During the past two weeks Artillery Reglage Missions have been carried on with the Coast Artillery, eleven problems in all having been flown. As a result of careful preliminary training during the sub-calibre firing, very satisfactory results have been obtained. Accurate range sensings are being given to the Battery Commander within four to ten seconds from the time of the splash. Battery Commanders are using the Air Service sensings more and more for their adjustments, for the data is just as accurate as the plotting boards and the time that the sensings are received is from two to five seconds quicker. There are to be several problems in which Air Observation will be used entirely. A communication system, which is almost perfect in operation, has been established. There have been no failures in radiophones during the eleven problems, and the panel work has been very good. Preparations are being made to control the airplane, at long range, by flashes from a searchlight near the battery. An excellent spirit of cooperation prevails between the Air Service and the Coast Artillery, each appreciating the other's difficulties.

The post baseball team is working hard to be ready for the opening of the Army-Navy League season. They look good and will make a great showing.

France Field, Cristobal, Canal Zone, December 3, Cont'd.

Work has just been started on the new quarters for the 24th and 25th squadrons, which are expected to arrive from the States soon.

The Post Quartermaster has just moved into the new building, which is complete in every detail. An up-to-date commissary will soon be opened up, to the great relief of all the families on the post.

Kelly Field, San Antonio, Texas, December 3.

Very little flying has been done by the 3rd Group (Attack) during the past week, due to the organizations of the Group being on the firing range the better part of the week firing the courses as prescribed in General Orders from Headquarters. A complete return has not been received from the range, but it is expected there will be several high scores.

The football game between Kelly Field and the 9th Infantry last week resulted in a tie. McKee, Knowlin, Reynolds, Pellaw and Bills played their usual stellar game. Kelly Field will take another crack at the doughboys next week and hopes to beat them.

The 90th Squadron reports a total of 7 hours and 20 minutes, and 28 flights flown during the past week. The majority of these were test flights by Lieutenant Doolittle, with a few practice flights by officers of the squadron and officers of other organizations. A formation flight of five ships was executed last Tuesday by the officers in an excellent manner.

Lieut. Dale V. Gaffney of the 13th Squadron succeeds Lieut. Charles B. De Shields as Group Adjutant, 3rd Group (Attack) and commanding officer of Headquarters Detachment. Lieutenant De Shields has been assigned to the 13th Squadron for duty.

A few recruits were received last week in the 13th and 26th Squadrons.

Sanitary inspection was made of the buildings occupied by the 90th Squadron by Lieut. Colonel Foster, Medical Corps, 8th Corps Area Sanitary Inspector.

Joe Garrett, Kelly Field's stellar lightweight, knocked out Joe Moran, of San Antonio, at the Business Men's Association Club, in what was scheduled to be a ten round bout. Garrett fought a beautiful clean fight, and had the situation in his hands at all times.

Cross-country flights during the past week were as follows:

To Ellington Field:

Major Pirie as pilot and Capt. McDaniel as observer, duration 340 minutes.

Captain Shea with Sgt. Smith as observer, duration 475 minutes.

Captain Hayes, pilot, Lieut. Estabrook, observer, duration 245 minutes.

Lieut. Place, pilot, and Captain Black, observer, duration 210 minutes.

To Del Rio, Texas:

Lieut. Woodward, pilot, Private Clark, observer, duration 220 minutes.

Lieut. McDonnell, pilot, Lieut. Beveridge, observer, duration 105 minutes.

To Laredo, Texas:

Lieut. Lunt, pilot, Lieut. Duke, observer, duration 230 minutes.

Lieut. Grisham, pilot, Lieut. Canfield, observer, duration 110 minutes.

Lieut. Laird, pilot, and mechanic, duration 185 minutes.

To Sabin, Texas:

Lieut. Dunton, pilot, Private Snyder, passenger, duration 40 minutes.

Carlstrom Field, Arcadia, Fla., December 9.

Wednesday was a day of rejoicing at Carlstrom for the group of nine gold-barred lieutenants. In accordance with a letter received from The Adjutant General of the Army, the following-named second lieutenants have been promoted to first lieutenants: Samuel H. Davis, David W. Goodrich, James T. Cumberpatch, James B. Dickson, Paul G. Wehle, Frank T. Honsinger, Paul H. Kemmer, R. I. Rabold and Alfred Clement.

The following-named 2nd Lieutenants have recently reported to Carlstrom Field for duty and pilot training: Donald B. Phillips, Lyman P. Whitten and Ray H. Clark. These officers were appointed November 1, 1921, as a result of the August examination.

Orders were received at Carlstrom last Thursday directing Lieut. Omar O. Niergarth to proceed to Washington, D.C., for duty in the Office of the Chief of Air Service. Lieut. Niergarth came to Carlstrom from Washington in January, 1920,

Carlstrom Field, Arcadia, Fla., December 9, Cont'd.

and while here acted as assistant engineering officer in charge of machine shops. He will be remembered as the hero of a most exciting adventure in the Everglades, when he was lost in the great swamp for a week and was searched for by airplanes and soldiers from the field.

1st Lt. Fred C. Fishback has received orders to proceed to Mitchel Field, L.I., New York, for duty. Lieut. Fishback is one of Carlstrom's old dual instructors.

The stork again visited Carlstrom, landing at the home of Lieut. and Mrs. John G. Williams. The young son arrived December 8th. Congratulations J. G.

The Academic Board at Carlstrom, convened on Tuesday, December 6th, made recommendations for advance training of the class of student officers just graduated. Three students were recommended for pursuit - 1st Lieuts. J. K. Cannon, J. G. Barriger and D. F. Stace. Bombing: Major Paul T. Bock, Captain R. H. Ballard, Captain Morris Berman, 1st Lieuts. Thomas H. Chapman, H. R. McCormick, W. L. Wheeler and Cadet Young. For observation: Captains Richard Derby, E. H. DeFord, F. E. Gallaway, 1st Lieuts. J. L. Davidson, Paul Evert, J. F. McBlain, W. R. Peck, M. C. Randall, R. V. H. Stackhouse, E. C. Shrader, C. H. Schabaker, E. L. Vidal, H. C. Wisehart, Lieut. Shen (China) and Cadet Wright. Previous to the board meeting, Major Ralph Royce, Commanding Officer, made a short talk on flying to the graduating class. His talk was particularly on matters of safety in flying, and the class was given the benefit of his long and varied experience as a flyer.

1st Lieut. J. K. Cannon and 1st Lieut. J. G. Barriger were ordered to proceed to Souther Field, Americus, Ga., by rail for the temporary duty of ferrying two JN46 airplanes to Carlstrom Field. They reported a fine return trip without mishap. Landings were made at Waycross, Ga., Jacksonville, Fla., and Kissimmee, Fla., for gas and oil. Total flying time for the entire trip was six hours and ten minutes.

Enlistments in the Air Service at Carlstrom for the month of November numbered 21. Many more applications were made, but only the best material was accepted.

At least for the present the momentous question "Who is the best bridge player at Carlstrom" has been settled. On the evening of December 6th some 32 officers met at the Officers' Club. 1st Lieut. James B. Dickson won first prize, a wardrobe trunk, and the second prize, a black leather handbag was won by Major Walter W. Wynne. Mrs. Ralph Royce officiated as referee, and in her usual charming manner took all the sting out of her adverse decisions by her graciousness. Captain Morris Berman surprised everyone by the strength of his game. His elbow worked in and nearly broke the card table. Refreshments were served at the close of the card playing.

Total flying time for Carlstrom Field for the month of November was 1,534 hours and 57 minutes.

Ellington Field, Houston, Texas, December 10.

Major Carl Spatz, commanding Ellington Field, is making great strides in creating a post that is "self-contained", so far as pleasure and recreation go. In this he has the hearty cooperation of every officer on duty at the field. It is the intention to make it quite desirable, if not necessary, for Houston to come to Ellington Field, instead of the other way around. Every facility for healthful enjoyment is being provided. There are four sets of excellent concrete tennis courts, and the new golf course is rapidly being completed. Hunting also is at present very popular, several of the big guns of the post going weekly on their anti-bird campaigns, and to their credit let it be said that their hunting prowess is at least a feather in their respective caps.

Captain Frank O'D. Hunter, American Ace, aerial and hotel, has oiled up the revolving chair in the Group Operations Office, and may now daily be found intently studying cigarette butt trajectories in that office. But things are not too happy. The commanding officer is versatile, and the new group Operations Officer has been disappointed rather often of late about the supply of work that persists in gathering on his desk. It is a long stub that has no burning.

Lieut. Tinsley has made the eleven in good shape, as is evidenced by the bright new silver "11" on his shoulder straps. He says he is a captain now.

Last week the First Group was the proud father of a brand new, never-been-used infant, the First Pursuit Group Officers' Club. We can only hope that it will be as worthy as its dad. A constitution was drawn up by Lieut. Lingle and presented to the officers of the Group, who adopted it with some slight amendments. The commanding officer of the Group automatically, by reason of his

office, is president of the club. The president nominated Lieut. Glenn for secretary and treasurer, and he was elected. This office carries with it the office of mess officer. A board of control was then elected, and now consists of Captain Dixon and Lieuts. Lingle and Blackburn.

The club is being built on a permanent basis, and is not a makeshift in any sense of the word. The First Pursuit Group Officers' Club will be a permanent institution of the Air Service, and should be a pleasure and a distinct asset to every Air Service officer. With this in mind, the club is being carefully and solidly constructed, both materially and in spirit. There is to be, besides the customary mess department, a tennis department, a golf department, a dance department, a social entertainment department, and so on. Visiting officers receive an invitation entitling them to all privileges of the club, including mess, for a period of two days. The club will be the hub of social life of the post and, without doubt, a great factor for military efficiency. Without wishing to boast, we still desire to convey to the other Air Service officers our conviction that if the other posts in our arm have clubs even almost as good as the First Pursuit Officers' Club, the Air Service will soon have a national reputation for being the most worth while corps in the military service.

On Friday, December 16, 1921, the officers on duty with the First Group and their ladies are giving a costume dinner and dance for the benefit of the willing spirit and the weak flesh. Invitations have been extended to the 8th Corps Area Officer, his staff, the officers of Fort Sam Houston, Camp Travis, Kelly and Brooks Fields, and the various military posts around Houston, including the University Club, the Country Club, and the Rice Hotel. Combatants are coming disguised as anything from a totem-pole to a brass band, or a faithful husband to a prohibitionist. There are wild and weird rumors fluttering around anent the costumes that are going to be worn, and almost worn, and although we cannot claim veracity therefor, yet they need looking into - the rumors, we mean.

Lieut. Summers is going to wear a cork and come as a bottle of gin, so it is said. Lieut. McBride is coming as Modesty, while Capt. Hunter has purchased a large and capable razor, and it is thought he is coming as an American. Capt. Elmendorff is coming any way he can. Lt. Sheridan is putting on a pair of pajamas and is coming as the Officer of the Day, or as a psycho-analyst - he doesn't quite know which. It is alleged that some are putting on bathing suits and coming as movie actresses, while others are going to have monkey scalps dangling from their belts and come as great surgeons. Lieut. Lingle bought a bottle of talcum and it is intimated that he is coming as a Rice football player. Capt. Hicks is practicing glancing stealthily over his shoulder and is coming as a married man. Lt. McGinnis, the famous Nujol orator, is bringing thirty cents and coming as Croesus. Lt. Aldsworth is getting a tray of ties and shoe strings and is coming as a Naval officer. The axiom of the party is to be: Observe gravity of a surety, but don't have any.

Nobody and nothing is being left undone to give the memory of the participants a long term job. Rouge of all flavors will be on tap, and the stick will not be with the girls, at least so we are assured by Lieut. Hicks who is to entertain with his new fish-tail dance. The arena is to be decorated lavishly, the dazzle dispensers will be ravishing, and the music will be so jazz it will sound like a barnyard in an earthquake. While everyone is expected to have a good time and make themselves at home, the post flight surgeon advises against cheek to cheek dancing unless the officers have taken the rebreather tests. Everything is set. If any officer cannot furnish his own opponent, the dance committee will. In fact, if everyone does not have the loveliest time they dare to remember the dance committee agrees to stand on their heads for a week.

The pursuit class of student officers will be finished, one way or another, by December 16th. If no young ships make their debut here soon, it will be another. The class is now indulging in towed target gunnery, and the results have been excellent.

The Orencos must have muscular rheumatism, judging from their appearance. This climate is quite damp, and the planes sit in the hangars and amuse the mechanics by the hour with their futuristic contortions. The Orencos are not being flown at present. Before they will be suitable for flight, a number of changes will have to be made, and some of the more unfortunate of us recommend this to include the name.

March Field, Riverside, Calif., December 10.

The pilots of the 19th and 23rd squadrons are playing an interesting game of hide and seek this week, which promotes the rivalry that exists between the two squadrons, and is instructive as well. A DeHaviland, piloted by a member of the 23rd squadron, takes off ten minutes ahead of two SE5's, piloted by members of the 19th, and tries to visit four given towns and return to the home field without being discovered and attacked by the SE5's. The towns may be visited in any order and at any altitude, which makes the problem more difficult than it would at first appear. On the first trial the D.H. was discovered and herded home, but on the second trial the SE's saw no trace of the bomber. The pilots of each squadron are anxiously waiting their turn and are hinting at a bag of tricks they will untie when they go out.

Lieut. Tonkin is holding down the Adjutant's chair since Lieut. Norby's transfer to Mather Field, and Lieut. Snow has taken Tonk's old job as Personnel Adjutant.

A terrible upset occurred in the officers' indoor baseball league last Tuesday when the bombers, with Capt. Eglin pitching, got their first taste of victory by walloping the cocky pursuiteres 14 to 7. The pursuiteres are ready with a lot of alibis, of course, the chief one being that Capt. Eglin turned traitor and pitched against them. The 19th came back at them on Thursday and won 16 to 11, and felt so chesty about it that they journeyed over to Ross Field, Friday to cross bats with the officers' indoor team at the Balloon School. They came back with most of the wind out of their sails, for they ran second best in a 22 to 12 score. The entire pursuit team did not make the trip, however, which leaves them an alibi again.

The enlisted men of the 23rd Squadron are upholding the honors of the outfit on the baseball diamond, for they now have two games to their credit in the five game series they are playing with the 19th, having trimmed the latter outfit 13 to 7 on Friday afternoon. The 19th have yet to win a game, but claim there will be a different story to tell next time.

Mather Field, Mills, Calif., December 6.

Upon the arrival at this station of the last class of Flying Cadets, 22 in number, reporting from March Field, Calif., for advanced training, there was formed a Flying Cadet Detachment with 1st Lieut. F. S. Gullet detailed as Commandant. It was decided to attempt a new thing in cadet training, i. e., placing the men on a status as near that of an officer as possible. Accordingly, plans were made and the necessary steps taken to get the project operating. About this time Forest Fire Patrol activities ceased, and 23 cadets who had been assisting the 9th and 91st Squadrons (Obs.) in their season's work, joined the detachment, making a total of 45 men. The bachelor officers' quarters were vacated, the entire cadet detachment moved into that building, two men occupying a suite of two rooms; the general care and policing was taken care of as when commissioned officers occupied the rooms. Next, arrangements were made whereby the cadets could mess at the Officers' Club. This last was accomplished with considerable work and sacrifices of personal comfort and service on the part of the members of the Officers' Club. The same rules of etiquette and dress were observed as pertained to officers.

Along with the academic training, a course in general administration was outlined and the men were assigned to various departments where they could engage in the actual administrative work, meet and assume responsibilities as they arose. At present cadets are assigned to Headquarters, Aero Supply, Transportation, Engineering, Post Exchange, Educational, Recreational and Operations Departments. Later, it is contemplated moving these men to various other departments in order that each man may obtain practical and diversified experience in administration.

To date the entire scheme has worked admirably; the men have assumed their duties and responsibilities in a manner which befits them as Reserve Officer material, and the results obtained have been gratifying, for, after all, the only true manner in which a man can be judged as a commissioned officer is to place him in positions requiring an officer's judgment. Here he must and will show his true worth. It is believed that this plan is original with this Field and that this policy would be successful for advanced training of cadets at



Mather Field, Mills, Calif., December 6. (Cont'd)

other stations. It is thought, however, that their initial or primary training should remain as it has been and is - a close and well defined military schooling.

Mr. Charles W. Richard, Post Radio Engineer, is away on a months leave of absence. He plans to visit his sister in Birmingham, Ala., en route to Bloomfield, N.J., where he will spend Christmas with his father.

Music by radio has been quite a common thing on the post for some time. The music is received from Los Angeles and other cities of California, but the periods during which the orchestra at the Fairmont Hotel, of San Francisco, is heard are the most popularly attended sessions in the Radio Hut.

In looking over the roster of the Cadet Detachment, it was found that in the graduating class of twenty-four members there were seventeen states represented, stretching across the United States from Massachusetts to California.

The fast flying time of 35 minutes between Mather and Crissy Fields was made by Cadets Montieth and Lang on Friday morning. Cadet Montieth returned the same afternoon, Cadet Lang reporting to the Letterman General Hospital for dental treatment.

Cadets Stanton and Graves have been giving instructions in Military Tactics and Calisthenics to the cadets of the Sacramento High School.

On Nov. 28th a surprise attack order was issued to the Operations Officer to place 15 ships in the air over Sacramento. This maneuver was witnessed by Major H.H. Arnold, 9th Corps Area Air Officer, and was performed in connection with the tactical training at this station. Fifty minutes after receiving the order, pilots and observers had been assembled, and two formations of seven ships each took the air, went into bombing formation, and later re-formed behind a leader in a V formation of fifteen ships, with the Ninth Squadron composing the left, and the 28th Squadron the right wing, and at 11:50 the formation was over Sacramento. This fast time in getting such a number of ships in the air was made in spite of the fact that the move was decided on at a time when the morning's flying had been practically finished, and the servicing of equipment was handicapped by the small capacity gas tank trucks and pumps used, also the cadets were scattered over the post in the various departments and in quarters, and several ships in the air at the time also detracted from the number of pilots and planes available for the formation.

Tactical problems, based on actual war operations in the form of battle orders and simulated war maneuvers are being worked out in the surrounding terrain and form a part of the curriculum of winter training.

A dance for the enlisted men of the post was held at the Service Club on Monday, November 21st. Young ladies, chaperoned by patronesses of the Community Recreation Center of Sacramento, came out in motor cars, music was furnished by an orchestra from town, and a most enjoyable time was had by all. The enlisted men surely are popular with the young ladies of the Recreation Center, particularly as many of them are unusually good dancers.

Dr. C. E. Wright, Educational Director of the Ninth Corps Area, made an inspection of the school facilities and a general survey of the educational activities being carried on at this station for the enlisted personnel.

On Wednesday afternoon Mrs. B.M. Atkinson gave an informal tea to the ladies of the post in honor of Mrs. T. H. Miller, whose husband is under orders for transfer to Honolulu, and of Mrs. Eugene Bayley, the newest bride on the post, and Mrs. M. K. Anderson, mother of Mrs. L.M. Field. The ladies brought their fancy work and chatted during the afternoon. Just before a very delicious tea was served at 4:30, an unexpected pleasure was had in again meeting Lieut. and Mrs. I.J. Williams, recently from Post Field. For many months Lieut. Williams was a member of the 9th Squadron (Obs.). He is temporarily stationed at Crissy Field, en route to Honolulu on the December transport.

Lieut. M. R. Woodward, A.S., Recruiting Officer for this station, with his detail of enlisted assistants, is having excellent results in recruiting. Fourteen men were enlisted for three years in the Regular Army during last week. Of this number, ten enlisted for the heavier-than-air branch of the Air Service.

"Squads East and West" for the new recruits is being directed by Cadet Hantsche, who is at present acting as Assistant Adjutant for the 28th Squadron. He reports them as doing exceptionally well on the drill ground.

Crissy Field, Presidio of San Francisco, Calif., Dec. 3, (Cont'd)

when landing at the airport in the future, for Emory Rogers was ever eager to greet all of them. The plane in which he met his death was conceived by himself and built in a Los Angeles factory. It was of the monoplane type, and was equipped with a Curtiss OX5 engine. Its estimated speed was 137 miles per hour, and it had made several successful flights.

A very enjoyable afternoon was spent by the ladies of Crissy Field at a reception and tea given in honor of Mrs. Kennedy, wife of Brigadier General Kennedy, now commanding General of the Presidio of San Francisco.

First Lieut. B. S. Catlin, Jr., is now Officer in Charge of the Officers' Mess.

Major H. H. Arnold, Corps Area Air Officer, and his assistant, 1st Lieut. H.A. Halverson, made a flight to Pico Valley for the purpose of inspecting a proposed landing field.

Two formations of 9 ships, led by Major H. H. Arnold and Captain L. H. Smith, the latter commanding officer of the 91st Squadron, made a mock bombing raid on Benicia, Calif., where the government arsenal is located. One can imagine the havoc wrought had this bombing flight used actual bombs. The formation was a complete success and all ships returned unscathed from the battle.

First Lieut. R.E. Selff, Officer in Charge of Instruction of the Reserve Squadrons now organizing in San Francisco and Bay regions, and San Jose and vicinity, has been busily engaged preparing a curriculum for a garrison school to be held for reserve officers. All reserve officers successfully passing the course will be given a certificate of proficiency. Much enthusiasm is in evidence, and the course should be productive of good results for the reserve squadrons.

Crissy Field was given quite a thrill the other day when 1st Lieut. B.S. Catlin, Jr., was seen to descend in a cloud of smoke. It was feared by observers on the ground that his machine had become disabled and was on fire. It was discovered, however, that his only trouble was an exploded piston and a torn cylinder wall which caused the excess smoke.

It is rumored that Major George H. Brett has in view a class in equitation for the officers of the field. It is hoped that this rumor will materialize and that the nucleus will be formed for the organization of a polo team.

With 1st Lieut. Eugene C. Batten, 91st Squadron, as pilot, and Corporal Oliver G. Prinsler as passenger, a parachute designed by Mr. Hardwick was taken to a height of 1,000 feet and dropped, with a sand bag weighing about 200 pounds attached. The trial was entirely satisfactory, the parachute opening immediately after it was released. The "chute" used for this test was made of cotton, having a 28-ft. diameter, and a 4-inch vent. Three sixteenth-inch coil tension stock springs were used on the outer edge, with 38 shroud lines having one-fourth inch rubber lines attached to catch the weight and function as a shock absorber. Mr. Hardwick claims his "chute" is constructed in such a manner that it will be impossible for the static to make it stick together, preventing its opening, as very often happens with other types now in use.

Chanute Field, Rantoul, Ill., December 6.

The news that the Air Service Mechanics School had been allotted a quota of 976 recruits and that the school itself was to go out and get these men came to Chanute Field as a most welcome surprise. Officers in charge of departments, directors and instructors of courses welcomed the opportunity for changing from maintenance work to their regular routine of instruction.

Shortly after this notification arrived, the Commandant attended a conference of Recruiting Chiefs at the Headquarters of the Sixth Corps Area. He returned from this conference loaded with enthusiasm and ideas regarding recruiting, which he ably passed on to the officers of Chanute Field. In a short time a recruiting campaign, from Chanute Field alone, which was to prove very effective, was formulated. Recruiting offices were opened at Danville, Ill.; Kankakee, Ill.; Champaign, Ill.; Decatur, Ill.; Springfield, Ill.; Peoria, Ill.; and Bloomington, Ill. These offices have been successful. Every day recruits are picked up by these offices and sent to Chanute Field by truck or automobile. To date 100 men have been sworn in the Air Service and 22 men for the Quartermaster Corps.

Chanute Field, Rantoul, Ill., December 6. (Cont'd)

The untimely death of Lieut. Charles W. Walton, Air Service, of this station, which occurred on the evening of December 2nd, was a distinct shock, and saddened the hearts of everyone at Chanute Field. Lieut. Walton was returning from Fort Sheridan, Ill., in charge of a number of recruits who were being transferred from the Fort to this station by truck. A short distance from Armstrong, Ill., the truck slid off the oiled road and became stuck in the softer ground near a ditch. A large truck belonging to the Road Commission attempted to pass the Army truck and, due to the slippery condition of the wet oiled road, skidded into the Army truck, crushing Lieut. Walton between the two trucks. Lieut. Walton was taken to a nearby farmhouse and medical aid was summoned. The Flight Surgeon of this post, accompanied by several of the officers, rushed to the scene of the accident. Every possible effort was made to save his life, but death resulted at 7:30 p.m. Military services were held on the field at 4:00 p.m. Saturday, December 3rd, Chaplain H. E. Geiger officiating. The remains of Lieut. Walton were sent to Fort Worth, Texas, his former home, for interment. Lieut. Henry E. Woolridge accompanied the remains.

Lieut. Walton is survived by his wife and two children, Charles W. Walton, Jr., 2½ years of age, and Dorcas Ann, six weeks of age. Lieut. Walton had been attached to the Air Service Mechanics School for more than three years and at the time of his death was performing the duties of Assistant Officer in Charge of the Course for Armorers, as well as Trial Judge Advocate of Special Court, Chanute Field. In Lieut. Walton the Air Service has lost a valuable and efficient officer, and his death is regretted by all who knew him.

Langley Field, Hampton, Va., Dec. 17.

Captain Arthur E. Easterbrook, who has for the past 2½ months been abroad on leave, has been assigned as Commanding Officer of the 50th Squadron. He relieves 1st Lieut. L. S. Webster, who has been in command since the assignment of Lieut. Davies as Personnel Adjutant.

The Lighter-than-Air organization entertained the personnel of the post on Wednesday evening with a dance at the Service Club. Music was furnished by the orchestra from Fort Monroe. Refreshments were served during the intermission.

Lieut. L. S. Miller, who for several months has been in charge of the School of Aerial Photography at Langley Field, has received orders transferring him to the Canal Zone for duty. Lieut. and Mrs. Miller will leave for their new station from New York about January 12, 1922.

Clark Field, Pampanga, P.I., October 31.

Two officers, Lieut. Martin S. Lindgrove and Lieut. Edwin Johnson, have been transferred to Fort Mills, Corregidor Island, by Special Orders, No. 248, Headquarters Philippine Department, October 24, 1921. This leaves ten commissioned officers on the field, nine Air Service and one Medical.

Since returning to the half day status of duty, one and one-half hours of Chemical Warfare instruction twice a week (Tuesday and Thursday) and one-half hour infantry drill each morning from 6:45 to 7:15 have been added to the duty schedule.

The course of training and instruction for pilots and observers has been discontinued. Additional training and instruction, however, will be given them in the field during the following two weeks. It is expected that all available pilots and observers will participate in the annual staff ride, and seven planes will be dispatched from this field November 5th for use in that connection.

Flying activities for the week totalled 16 flights of 593 minutes duration.

Hqrs. Detachment 4th Group (Obs.) Paranaque Beach, Manila, P.I., Oct. 30.

War Maneuvers for the year 1921 in the Philippine Islands feature the use of the army airplane quite extensively for the first time. Prior to the present year, Air Service was used solely in connection flights to deliver mail from Department Headquarters to the scene of the maneuvers. This year the entire Fourth Group will be represented by 13 airplanes which, in addition to the regular mail schedule, will furnish aerial observation for all troops engaged in the war maneuvers.

Hqrs. Detachment 4th Group (Obs.) Paranaque Beach, Manila, P.I., Oct. 30. (Cont'd)

Enlisted observers undergoing training at this station now have an opportunity to work out in actual flight problems which heretofore had to be completed in theory only. This command is in receipt of a complete radio set, receiving and transmitting, which it is contemplated will be used in the coming staff ride for the purpose of communication between contact airplanes and troops at maneuvers.

On Friday, October 28th, 1st Lieut. C. Bettis, Air Service, and Major Barrows, Philippine Scouts, made a flight to Lucena, Tayabas Province, to the new landing field which has just recently been completed for use as a base for airplanes in the coming staff ride.

Staff Sergeant Clifton M. Beaty of the Headquarters Detachment, was discharged on Wednesday, October 26th, to accept a position with the Young Men's Christian Association of Manila, P.I.

On Monday, October 24th, a detachment of the 2d Aero Squadron from Fort Mills, Corregidor, arrived at Paranaque Beach and started work on setting up three DH4 airplanes for use in the "Alert Flight" to be stationed at this camp. The detachment at present consists of two officers and 15 men.

Kindley Field, Fort Mills, P.I., October 30.

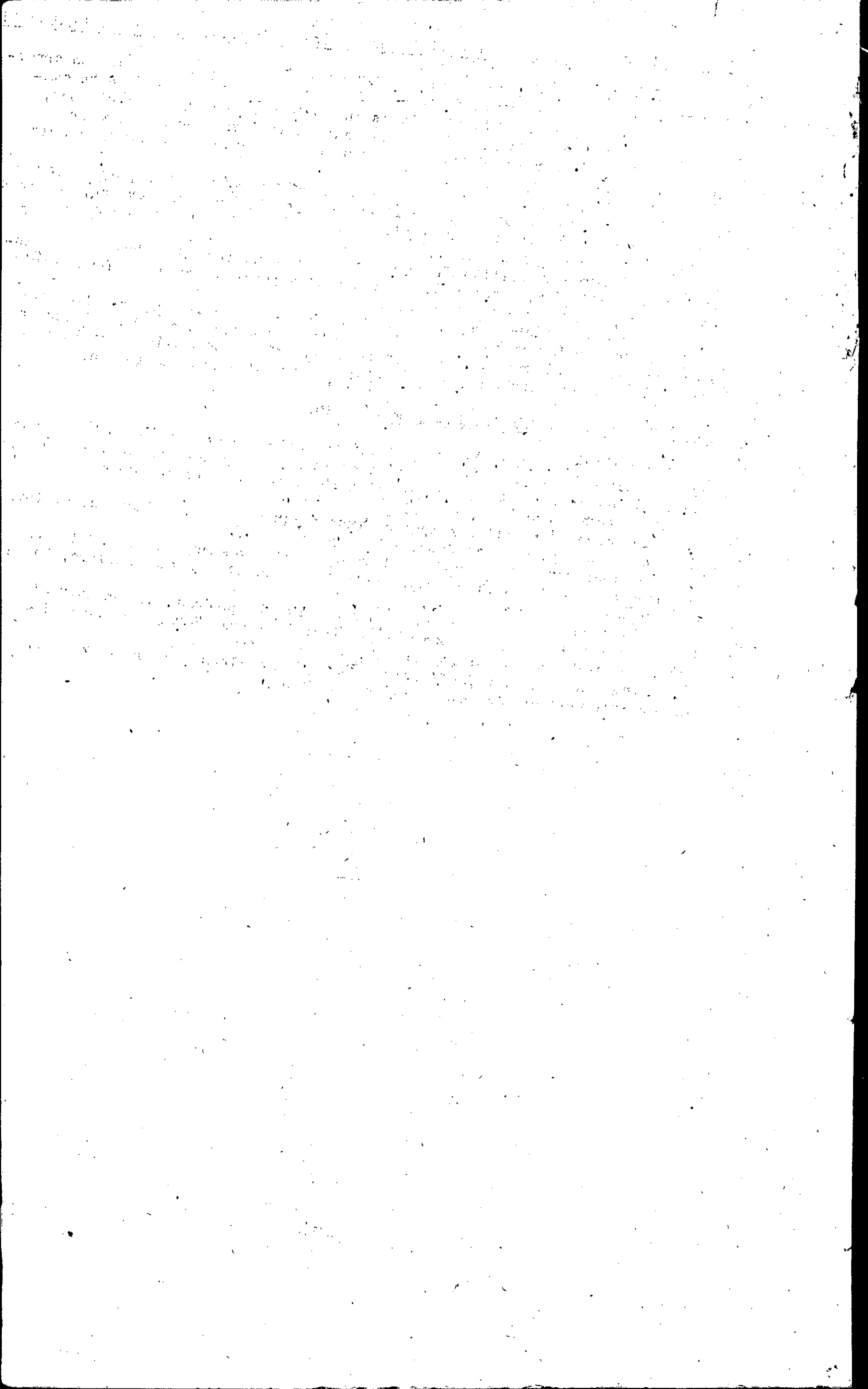
Baseball season is here again and the Air Service team played their first game with the Coast Artillery, resulting in a victory for the airmen 5 to 4, after 12 innings. On Saturday, October 29th, the Air Service defeated the 59th Artillery team by the score of 13 to 7.

The commanding officer made an inspection of all organizations of this field on Saturday, October 29th.

On Thursday Brigadier-General Todd, the Commanding General of the Coast Defenses of Manila and Subic Bays, made an inspection of the quarters, hangars and shops of this field.

Two officers and 15 enlisted men of the 2d Squadron went on duty at Paranaque Beach, in compliance with instructions from Hqrs. Philippine Department, to establish an "Alert Flight", using DH4B's.

The noncommissioned officers of the 27th Balloon Company above the grade of Corporal went on the pistol range this week.



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

FOR RELEASE JANUARY 21, 1922.

WHAT THE FRENCH GOVERNMENT IS DOING FOR COMMERCIAL AVIATION.

The Air Service News Letter is indebted to the Bureau of Foreign and Domestic Commerce, Department of Commerce, for the article on the above subject by Assistant Trade Commissioner F. G. Singer. The article reads as follows:

Little is known in the United States of the keen interest shown by the French public in commercial aviation. This interest is being kept alive by frequent articles in the press.

The French Government thoroughly realizes the importance of aerial communication, that is, rapid communication between France and the neighboring countries, and is endeavoring to encourage in every way the initiative of private companies which have undertaken the operation of the various lines.

French Government Bureaus. The Government has created a special bureau attached to the Ministry of Public Works and known as the "Under-Secretariat for Aeronautics and Aerial Transport". This bureau is directed by Mr. Laurent Eynac, a member of the Chamber of Deputies, an aviator during the war, and former director of the French Petroleum and Gasoline Supply Services. The Under-Secretariat for Aeronautics not only centralizes all technical information but distributes the subsidies granted by the French Parliament to the aeroplane operating companies.

Financial Assistance to the Companies. These subsidies were authorized by law dated July 31, 1920. During that year 30,000,000 francs were distributed to the companies thus enabling 185 aeroplanes to be kept in operation.

During 1921, 31,700,000 francs were contemplated to be distributed.

What the Government Bureau does. The Under-Secretariat of State for Aeronautics accordingly has two distinct services under his orders: on the one hand (1) the Technical Research and Experimental Division, on the other (2) the Aerial Navigation Division.

(1) The first mentioned division is subdivided into two services: (a) the Aeroplane Construction Service, which places the orders and supervises the construction of airplanes and motors required by the Government Ministries utilizing aviation (War, Navy, Colonies). (b) The Technical Aviation Service, where all research work is done. This service is divided into a number of specialized bureaus: aviation, hydroaviation, aerostation, motor construction, propellers, armament, meteorology, etc.

Attention is at present concentrated on the study of all-metal construction and on the perfection of light-weight alloys. Other problems which are being closely studied in the laboratories of Issy-les-Moulineaux, Saint Cyr, Eiffel, and Chalais-Meudon are speed, resistance, high altitude flying, landing, armament, radiotelegraphy, wireless telephony, automatic stabilizers, and a system for the control from the ground of a pilotless airplane in flight by wireless telegraphy so as to avoid mortal accidents during experimental flights with new machines or systems.

Necessity of perfecting the present airplane motor. However, the manufacturers of airplane motors have been officially requested to devote their attention to the construction of a motor more durable and reliable than those at present in use.

Some interesting figures. An airplane motor at the present time runs for 200 hours at a maximum.\* Taking for example a flight on the Paris-Warsaw line, which lasts approximately 10 hours, a motor could, therefore, run for only 20 trips or 10 round trips. The cost of one of these motors is approximately 60,000 francs (\$12,000 at par value of the franc), so that the depreciation represents 3,000 francs (\$600 at par value) per trip.

\* At the Army Air Service station at Carlstrom Field motors average a run of 250 hours between overhaul.

*W.C.C.*

Airplanes to connect France with her colonies. France has important colonial possessions on the opposite shore of the Mediterranean where business development is at present so rapid that it is becoming more and more necessary for them to have improved communications with the mother country. A line is already in operation between Toulouse, Barcelona, Malaga, Rabat and Casablanca. In the very near future there will be one from Antibes to Tunis via Nice and Ajaccio. Plans are being made for the establishment of an airship line between Marseilles or Toulon and Algiers, and of an airplane line from Oran to Morocco, and from there on to Toulouse via Spain.

Airplanes can also be of great use for establishing connections with colonizing groups, which are penetrating towards the interior where railroads do not exist. An experimental line is running once a week between Dakar (Senegal) and Kayes (French Equatorial Africa). Other most interesting experiments are being made in Indo-China and French Guiana.

French International Lines. The international lines now in operation are:

Paris-London (2½ hours, fare 300 francs).

Paris-Brussels-Amsterdam (1½ hours to Brussels, fare 150 francs).

Paris-Strasbourg-Prague-Warsaw, which has just been extended from Prague to Budapest and Bucharest, and will soon be extended to Constantinople (9 hours for Warsaw, 6 hours for Prague, 2½ for Strasbourg; fare cheaper than by railroad sleeping car).

Traffic over the lines. The French are at present operating 5,200 kilometers (approximately 3,250 miles) of air lines. The importance of traffic over these lines may be realized through the following statistics representing traffic during the first six months of 1921:

848,700 kilometers (approximately 530,437 miles) covered in flight.

3,388 paying passengers carried.

70,000 kilograms (about 154,000 pounds) of packages transported.

3,470 kilograms (about 7,634 pounds) of letters and postal matter transported.

The importance of carrying mail. The question of carrying mail is of importance to the airplane companies, as will be seen by the following example: for the transportation of a letter from Paris to Warsaw, the company receives the postal surtax of 1.75 francs. There are on an average 80 letters per kilogram (about 2.2 pounds). Therefore, one kilogram represents 140 francs, and 100 kilograms represent 14,000 francs. It appears that the total operating cost of an airplane is 9 francs per kilometer. There are 1,500 kilometers (approximately 932 miles) from Paris to Warsaw, representing, therefore, 13,500 francs expense. Accordingly, with present prices it would only require 100 kilograms of mail on each trip to cover the operating expenses of the company. Unhappily the French public has not yet acquired the habit of mailing its correspondence by airplane, one of the principal reasons being the irregularity of the service on account of motor trouble. This once more shows the great importance of finding an adequate motor for commercial service.

Safety. As for safety, it may be stated that during the first quarter of 1921 there have been only 2 pilots killed, 2 passengers killed, 3 pilots injured and 1 passenger injured.

French Government considers the encouragement of aviation as one of its normal duties. Due to the wide scope of activities which opens before commercial flying, the French Government has decided to encourage it as much as possible and has entered commercial aviation on the list of its regular budget expenditures.

## DEVELOPING AVIATION IN THE UNITED STATES

In an endeavor to popularize travel by air, those interested in Aeronautics in the United States have just recently organized a national body, known as the Aeronautical Chamber of Commerce of America, with approximately 100 charter or founder members, embracing the designing, constructing, operating and kindred elements and representing virtually every section of the United States. The membership is representative of most of the responsible and permanent

interests in the field of aviation. Among other things, this organization aims to develop the market and increase the use of flying machines among civilians, corporations and transportation companies.

The Aeronautical Chamber of Commerce of America is incorporated under the laws of the State of New York. Among its aims and purposes, as set forth in the Charter, are:

To foster, advance, promulgate, and promote trade and commerce throughout the United States, its territories, possessions, and in foreign countries, in the interests of those persons, firms or corporations engaged in the manufacturing, buying, selling and dealing in aircraft, aircraft motors, and aircraft parts and accessories of every kind and nature.

To diffuse among its members accurate and reliable information as to the standing of its members and those persons, firms or corporations engaged in similar lines of business.

To procure uniformity and certainty in the customs and usages of trade and commerce among its members and those persons, firms or corporations having a common trade, business or professional interest in all matters pertaining to aeronautics.

To aid and assist in mapping out air roads and lanes; the location of landing fields, airdromes, hangars, or such other structures as may be necessary for the advancement of aeronautics.

To advocate and promote in every lawful way the enactment of just and equitable laws\*\*\*\*\* pertaining to aeronautics.

To settle, adjust and arbitrate any and all differences which may arise between its members, and persons, firms or corporations dealing with them.

To promote a more enlarged and friendly intercourse between its members and persons, firms and corporations engaged in the business of, or dealing in aircraft, aircraft motors and aircraft parts and accessories, and generally to do every act and thing which may be necessary and proper for the advancement of the aeronautical art and industry and the accomplishment of the objects and purposes hereinbefore set forth; provided, however, that nothing herein contained shall authorize this corporation to engage in any business for pecuniary profit.

The need for a central trade organization, including within its membership all of the responsible and permanent financial and professional interests in aviation in the country, has been felt for some time. The unsettled state of the industry, due at first to the tremendous burdens placed upon it in meeting the demands of wartime production, followed by the complete reorganization of the industry made necessary through the cessation of war contracts, has made it impracticable heretofore to bring this about.

The new organization has taken over the offices and equipment of the Manufacturers Aircraft Association at 501 Fifth Avenue, New York City. The latter organization will continue to serve its members in handling the administration of the cross license agreement covering airplane patents. The Aeronautical Chamber of Commerce will assume and greatly extend all of the functions formerly handled by the older organization, including the collection and dissemination of information regarding aeronautical activities in this and other countries; the publication of the Aircraft Year Book; and the furnishing of special services to its members through its various departments and committees.

#### REVIEW OF AMERICAN AVIATION FOR 1921.

Civilian flying in the United States increased 20 percent in 1921 over the preceding year, according to a review compiled by the Aeronautical Chamber of Commerce for the Department of Commerce. Twelve hundred aircraft were operated by civilians during the last year, flying a total of more than 6,500,000 miles and carrying approximately 275,000 passengers. The figures are based on authenticated reports to the Aeronautical Chamber of Commerce from all sections of the country, and tend to prove that America is holding her own in the air as far as individual effort and accomplishment are concerned. "In the last twelve months aviation has outgrown romance and is now recognized as a practical art," says the review. "The year was crowded with important events, and Government, State, municipal officials and transportation experts are agreed that civilian aeronautics must be developed for peaceful transport and as a reserve arm of the national defense."



The review enumerates various aviation records made in the United States during the past year, making mention of the efficient operation of the U.S. Air Mail, the altitude record of Lieut. Macready; the record parachute drop of Sergeant Encil Chambers; the record made by pilot Bert Acosta in the Pulitzer Race in Omaha in November; the spectacular flight of the late Lieut. W.D. Coney from San Diego, Cal. to Jacksonville, Fla.; the flight of the Aeromarine "President Zayas" from New York to Havana in 19 hours flying time; the 4,842-mile flight of the two U.S. Marine Corps planes in charge of Lt.-Col. T.C. Turner, from Quantico, Va., to Santo Domingo and return; the 3,200-mile flight of the twelve Navy seaplanes from San Diego, Cal. to Panama; the aerial warfare demonstrations off the Virginia Capes last June and July, when tons of explosives were dropped on surrendered German craft, proving conclusively the effectiveness of airplanes in coast defense against surface vessels; the successful test of the 4,300 lb. aerial bomb, the Larsen all-metal armored monoplane carrying 30 machine guns, and the geared propeller and multiple drive system by the Gallaudet Aircraft Corporation; the production of a number of different types of small sport machines such as the Sperry "Messenger" plane, the Farman, the Thomas-Morse racing monoplane, the Laird Swallow, the Longren folded wing sport plane, and others; the completion of the giant dirigible hangar at Lakehurst, N.J., by the Navy; the flight of the Navy blimp C-7 filled with Helium gas; the endurance record of Lt. Ross Kirkpatrick at Mitchel Field of 18 hours and 6 minutes; the 25,000-mile advertising flight among 225 towns in the Northwest made by the Foster Russell Aviation Co. of Spokane, Washington; the 9,000-mile flight of the Aeromarine 11-passenger cruiser "Santa Maria" from Havana, Cuba, to New Orleans, via New York, Montreal, Toronto, Detroit, Chicago, St. Louis and Memphis; the launching by the Navy of a seaplane from its first catapult at League Island Navy Yard at Philadelphia; the operation of 15 flying boats of Aeromarine Airways, which flew 100,000 miles and carried 6,814 passengers and 29,002 pounds of freight and mail between Key West and Havana; the operation by the Army Air Service of the Forest Patrol in the National Forests; and the various flying meets held in this country on Long Island, in Florida, Hartford, Conn., Baltimore, Chicago, Kokomo, Ind., Dallas, Denver, Oakland and Long Beach, Cal., several in Iowa and Nebraska and, one of the most important, the American Legion Flying Meet at the National Convention in Kansas City, the latter part of October.

Mention is made of the strides aviation is making in the National Guard units being organized in many States; also of improvements made in airplane design and in the internal combustion engine, new types of motors being the Wright, Lawrence, Packard, etc., radial, air-cooled, and steam, and what promises to be one of the most powerful in the world - an internal combustion engine of 700 horsepower under test at McCook Field, Dayton, Ohio.

#### ENGINES ON THE AIRSHIP ROMA TO BE CHANGED.

Work has been started with a view to replacing the Italian Ansaldo motors on the Airship ROMA with American Liberty engines. The Ansaldo is an excellent engine, but due to the lack of trained mechanics who understand this engine, a great deal of difficulty has been experienced in operating same. This has accounted for the delay in the christening ceremonies, scheduled to be held at Bolling Field on Saturday, December 17th, but which did not take place until December 21st. On that day the airship flew to Bolling Field from Langley Field, after bucking a strong head wind for 5½ hours.

Miss Fonrose Wainwright, daughter of Assistant Secretary of War Wainwright, broke a bottle of liquid air on the bow of the semi-rigid airship, following which the official transfer of the airship to the United States, for which Italy was paid \$185,000, was made by Ambassador Ricci to the Secretary of War in a speech extolling Italian-American friendship. Then followed the presentation of the new battle pennant to the Assistant Secretary of War by Lieut.-General Vaccari of the Italian Army, and an inspection of the ship, General Patrick, Chief of Air Service, conducting the officials and other invited guests aboard for a view of the spacious operating room, with its two helms, one on either side, its window-lined cabin and the long passage-way provided in the keel of the ship.

The sight-seeing trip over Washington and to Baltimore, which was originally planned, was called off by General Patrick after a consultation with the

commander of the Roma and the officials of the Weather Bureau, in view of a threatened increase in the wind and general rough weather for aerial cruising also engine trouble.

Leaving Langley Field at 6:30 a.m., Major J.G. Thornell, commander of the Roma, made the trip up most of the way on three engines against a strong north-west wind. He flew low and had some difficulty in negotiating the hills surrounding Bolling Field after he turned to the west in preparation to land.

The Secretaries of War and of the Navy, with Ambassador Ricci of the Italian Embassy, awaited with a big crowd of Army and Navy officers and guests for nearly three hours in the cold and wintry blasts which swept over the field. The monotony of the long wait was broken at frequent intervals when the Army Band, which played in an American and Italian flag decked stand, rendered various selections, and Lieut. Wolfe gave the crowd some thrills in his display of acrobatics in an SE5.

When the airship was moored on the ground, the squalls were so strong that a kite balloon had to be deflated so as to avoid its destruction.

The ROMA itself functions excellently, as this flight to Washington amply demonstrated, the ship arriving with only four of the six motors functioning, and one of these four running very poorly. The radiation surface of the Ansaldo engine is very large, due no doubt to the fact that the climate in Southern Italy, where the ROMA was originally flown, is much warmer than that around Langley Field and Washington, and on the trial flights of the ROMA, as well as on the official flight to Washington, these motors had a tendency to "freeze". Considerable difficulty was also encountered because of the fact that they ran very oily. The principal reason, however, leading to the decision to supplant the Ansaldo with the Liberty is that it is contemplated in the near future to have the ROMA make a number of long distance flights to Scott Field, Belleville, Ill., and to Brooks Field, San Antonio, Texas. It is anticipated that eventually these flights will be extended to the Pacific Coast, as soon as hangar facilities are made available in that locality.

The hangar at Brooks Field is nearly completed, and concrete foundations are already set for the large hangar at Scott Field. On these long flights the motors will be running continuously from 24 to 48 hours and it will, of course, be necessary that they be completely overhauled at each of the operating stations, making it essential to have replacement engines at these stations in order that engines may be removed from the outriggers and replaced with new or overhauled ones. This procedure will only be possible with complete replacements at the various stations of Liberty engines, as the ROMA has only two spare Ansaldo engines. Then, again, the Air Service mechanics all understand the Liberty engine; spare parts are available at every Air Service station in the country; and it is anticipated that when the Liberty engines are installed there will be no more engine trouble on the dirigible.

It is expected that the maximum air speed of the ROMA with the new Liberty engines will be nearly 75 miles an hour, which will, of course, enable her to fight any wind that she may encounter and arrive at her destination without mishap.

Since the ROMA has been assembled in this country, a completely equipped radio room has been installed therein. During its entire flight from Langley to Washington and return she was in communication with both Bolling Field and her home station. There is also being installed a completely equipped photographic room, in which vertical aerial photographs may be developed and printed within 30 minutes and delivered by parachute to any station over which she flies. With her photographic equipment, the ROMA will also be able to take excellent airscapes much more satisfactorily than they can at present be taken from airplanes.

The Roma will be used as an instruction ship for the Airship School at Langley Field, where students who have graduated in one-man and two-man control airships will be given advanced instruction.

The Army Air Service is greatly pleased with the performance of the ROMA and feels that great strides in the development of our lighter-than-air program will be possible due to the experience gained in the operation of this ship.

## KELLY FIELD GREETES MARSHAL FOCH.

The short visit of Marshal Foch, the former Generalissimo of the Allied Armies, which had been anticipated by both the civil and military members of San Antonio and surrounding posts, as an event of ceremonious pleasure, was attended by a day of very inclement weather which came near upsetting the aim of all to give the Marshal a fitting welcome. The day broke with a heavy bank of fog-laden clouds hanging low over the city and surrounding country. The fog clouds then gave way to a heavy bank of rain clouds and later came a fine, continuous, drizzling mist which soon made the awaiting throngs of spectators very uncomfortable. Seeming to slightly respect the occasion, the clouds withheld their downpour for a short period upon the Marshal's arrival, which permitted the committee to carry out their plans of traveling through the streets of San Antonio and visiting the Army post. Although the mist had somewhat dampened the ardor of the waiting throngs, the Marshal was given a cheerful and rousing welcome, and the attending ceremonies were carried through with much vim and spirit.

Air Service troops, although deprived of the opportunity to give Marshal Foch the aerial escort into the city, are confident that they proved the Air Service's worth as a host, as they were given the honor of performing the police duty along the route of the parade, the Marshal's car being in the lead. Almost every member of Kelly Field was given the opportunity of seeing the Marshal.

## A NEW ENDURANCE RECORD ✓

Airplane records are not safe these days, for, no sooner does some daring pilot establish a record which he calculates will withstand any attempts to better it, some other member of the flying fraternity comes along and dashes his hopes to the ground.

In 1920 Lieut. Ross C. Kirkpatrick, Air Service, was ambitious to make a sustained flight of 36 hours. Piloting a Curtiss "Eagle", he arose in the air at 7:30 o'clock on December 21st, but was compelled to land on December 22nd at 1:36 a.m., because of a leak in his gasoline tank, after being in the air 18 hours and 6 minutes. With Lieutenant Kirkpatrick was Max Goodenough, an old Army flyer, who served as mechanic for the flight and alternated with Lieut. Kirkpatrick as pilot.

Last summer an endurance record of 24 hours, 19 minutes and 2 seconds was made in France by Lucien Boussoutroy and Jean Bernard. Their flight was made on a clear day in June, after careful preparation. This record, however, was not destined to be the high mark for the year 1921 if Edward Stinson and Lloyd Bertaud could prevent it. These two airmen took the air at Hazelhurst Field, Mineola, L.I., N.Y., in a J.L.6 all-metal monoplane shortly after nine o'clock on the morning of December 29th and, flying continuously for 26 hours, 19 minutes and 35 seconds in gales, snow and a zero temperature, set a new record for sustained flight in heavier-than-air machines. Averaging 85 miles an hour in circling over the field and surrounding country, the monoplane traveled at least 2,000 miles which, in a straight line, would have landed it in Reno, Nevada, or in Hawaii had it started its flight from California.

Numb with cold and exhausted by lack of sleep, Stinson and Bertaud brought the monoplane down to earth at 11:17:50 a.m. on December 30th, both of them claiming that they would have remained up several hours longer had they not been forced to descend by reason of a faulty oil connection with which they struggled since three o'clock in the morning. Both men suffered considerably from the cold, especially Stinson, who had four fingers frozen.

Seven judges, appointed by the Contest Committee of the Aero Club of America, acted as starters and watchers of the flight throughout the day and night in 2-hour shifts.

This record marks the fourth world's record to be achieved by American aviators during the year 1921, and recalls to mind that in December eighteen years ago the first flight ever made in a heavier-than-air machine was accomplished by Orville Wright, who covered a distance of 852 feet, which was then considered a remarkable performance. The New York HERALD states - "When Alcock and Brown hopped the Atlantic they did the 2,000 miles in 16 hours, or 125 miles

an hour. If Stinson and Bertaud had been flying eastward at this rate, instead of hovering over the Mineola Field, they could have gone from Long Island to Gibraltar in the 26 hours and 19 minutes that they were aloft."

Edward Stinson is credited with having trained more American flyers during the war than any other man, being employed as civilian instructor at Kelly Field, San Antonio, Texas. As a stunt flyer, Stinson has few peers. It is said that during his 10 years' experience as an aviator he has never had a crash or broken any part of his plane. Bertaud has had much experience as an aviator and instructor. He piloted a J.L. 6 monoplane in the American Legion Aerial Derby at Kansas City last October and won first place in the 140-mile contest.

#### AERO CLUB OF AMERICA ESTABLISHES AN OFFICE IN WASHINGTON.

The Aero Club of America has established a Washington office in the Mills Building, and is now sending out periodically a bulletin designed to show at a glance the progress of aviation and aircraft, both heavier-than-air and lighter-than-air.

#### MAJOR LACKLAND'S NEW ASSIGNMENT.

Major Frank D. Lackland, Air Service, recent graduate of the Engineering School at McCook Field, Dayton, Ohio, has taken up his new duties as Air Officer, Eighth Corps Area, relieving Major Carl Spatz, who has taken command of Ellington Field and of the First Pursuit Group. Major Lackland is amidst familiar surroundings, as his primary training was received at Kelly Field.

#### ART SMITH AN INSTRUCTOR AT CARLSTROM FIELD.

Carlstrom Field now has in point of experience one of the oldest civilian flyers in the United States. Mr. Art Smith recently arrived at the field, flying there from McCook Field. The trip was made in nine days - sixteen hours flying time - covering 1180 miles. Mr. Smith will instruct a class of five student officers in the class beginning January 1st, using his specially equipped dual-controlled JN4H Curtiss. His students will be checked at five hour periods and their progress noted. The Flying Department will keep a record of their progress to determine the merits of Mr. Smith's system over the Gosport system used at the field.

#### FLYING CONDITIONS IN CHINA.

Air Service officers returning from leave in North China report conditions ideal for the development of aviation. North China has great areas of level open country. Fortunately for aviation, the Chinese live in communities, so their mud houses are not scattered over the country side, but collected in small groups behind a stone wall. Graves of the millions of Chinese dead are scattered promiscuously over the country side and obstruct many otherwise perfect sites. They also reported weather conditions ideal in Peking and Shanghai during the months of October and November.

#### RESERVE AERO SQUADRON AT SAN JOSE, CALIF.

The reserve squadron now being organized at San Jose, California, is entering upon an active recruiting campaign, as a result of which they expect to get considerable material of a high standard. Crissy Field is aiding in this campaign, having sent to San Jose its mobile machine shop, and Photo Section No. 15 mobile photographic truck and trailer. Major George H. Brett, Commanding Officer of Crissy Field, accompanied by Mr. Spiegel, a former Captain in the Air Service, 1st Lieut. F. D. Hackett and 1st Lt. R. S. Selff made a trip to San Jose in furtherance of the organization of this squadron. Major Brett gave an impromptu

talk on Reserve Squadrons as well as the value of same to the community in which they are located. A very enjoyable get-together dinner was served, and during the course of the evening plans were devised for the future of the organization. Hope is entertained that San José will be able to furnish a suitable flying field so that the progress of this organization will not be retarded.

#### COMMERCIAL AVIATION IN MONTANA.

Putting commercial aviation in Montana on a successful business basis was worked out during the past year by the Aero Miles City Club of Miles City, which proved to the skeptical public that such an undertaking can be carried on with profit in this part of the country. The Club's operations were carried on by pilots A.W. Stephenson and E. T. Vance, both of whom were officers in the U.S. Air Service during the war. These pilots flew two Curtiss Standards and a Curtiss JN4, and deserve much credit for making the season successful. The Club derived its revenues from a large number of splendid exhibitions at the Montana State Fair and similar fairs in Montana and Wyoming, and from passenger business and instruction school.

The Aero Miles City Club is the pioneer in the field in this State and is doing all that is possible to promote the right kind of commercial aviation. Miles City has a good landing field and an effort is being made to have every town in Montana work out a field which can be used regularly.

#### A UNIVERSITY COURSE IN METEOROLOGY.

For the past three years a course in weather science applied to aeronautics has been given in the University of California at the Southern Branch located in Los Angeles. The present year at the University started Sept. 13 with a large enrollment of freshmen and sophomores and bids fair to eclipse the preceding years in interest and accomplishment. The majority of the members of the class are students in the engineering department of the University. Sixty-nine members are taking the course in aeronautic meteorology.

The object of the course is to make the students thoroughly conversant with the principles and practical application of meteorology applied to aeronautics.

#### DEATH OF CAPTAIN FRED PLACE.

The many friends of Captain Fred Place were shocked to learn of his death on December 23rd last, which was caused by injuries received in an airplane crash at Kelly Field, San Antonio, Texas, on December 20th.

Captain Place was a native of Wisconsin, and would have reached his 34th birthday on December 27th. He attended the University of Wisconsin for two years and later entered the Regular Army, serving in the Cavalry for a period of five years. In civil life he pursued the occupation of newspaper reporter and photographer and at the outbreak of the war was appointed a 1st Lieutenant in the Aviation Section, Signal Corps, and assigned to duty at the School of Aerial Photography at Langley Field, Va. In February, 1918, he was assigned to the U.S. Army School of Aerial Photography at Rochester, N.Y., for temporary duty, returning in July, 1918, to his station in Washington, D.C.

Shortly afterwards he was ordered overseas, and upon his arrival in France was assigned to duty at the Photographic School at the Second Aviation Instruction Center, acting as Director thereof, in which capacity he performed his duties with energy and efficiency, contributing not a little to the success of the school.

Captain Place returned to the United States in April, 1919, and was assigned to duty with the Training & Operations Group, Office of the Director of Air Service, Washington, D.C. Due to his exceptional experience and qualifications for the assignment, he was, on August 14, 1919, transferred to the School of Aerial Photography at Langley Field, Va., as Officer in Charge of Photographic Training.

On July 1, 1920, he was commissioned a 1st Lieutenant in the Air Service, Regular Army, and in March, 1921, he was transferred to Carlstrom Field, Arcadia

Fla., for pilot training. Upon completion of his primary training at this station he was, in August, 1921, transferred to Kelly Field, San Antonio, Texas, for advanced training. On December 3rd he was promoted to the grade of Captain, to rank from December 24, 1920. At the time of his death Captain Place had almost completed his advanced training and was scheduled to resume his former duty at Langley Field.

The Air Service deeply regrets the loss of this efficient officer, who will be remembered most kindly by those who knew and worked with him.

#### GOVERNMENT OF CIVIL AVIATION.

The governments of the various large industrial countries seem to be agreed that it is for the national good to foster the development of aircraft. If not as much has been done along this line during the past three years as would have been desirable, it is probably due to the fact that most of these governments have had very difficult and pressing problems to face and there has been in all countries a strong demand for financial retrenchment.

Practically the only country in which aircraft development has enjoyed consistent Government support is France. The service between Paris and London is maintained with the aid of a Government subsidy, and similar services with government aid are now planned to connect Paris with Warsaw, Constantinople, Stockholm and Aldiers. In England not much of a definite character seems to have been accomplished so far, though some very ambitious schemes were put forth at different times. It is only necessary to refer to the Cape-to-Cairo air route, which was said to have been practically completed about a year ago, and to the England-Australia flights which were to be the beginning of a regular British Empire air service. Both projects failed of realization because of their over-ambitiousness. Now the British Air Ministry seems determined to make a new start in fostering civil aviation, on a more rational basis, for it has been learned that an experimental machine designed for carrying heavy loads is being built for the account of the Ministry at the plant of the Bristol Aircraft Company. The machine in question will have a carrying capacity of 3 tons, and it is the intention of the Ministry to make use of it in an experimental way to determine the actual costs of aerial transport. There are enthusiasts who maintain that these costs can be brought down as low as those of automobile transport. -  
Automotive Industries.

#### EIGHTEEN YEARS OF FLIGHT.

On the occasion of the 18th anniversary of the first flight, the Aeronautical Chamber of Commerce of New York City obtained from Mr. Orville Wright, the first man in the world to fly in a heavier-than-air machine, his first statement since the war, as follows:

Just eighteen years ago, on the 17th of December, 1903, after centuries of endeavor, man for the first time was lifted into the air by a power-propelled airplane. Flight seems so easy today that one naturally wonders at the long delay in its accomplishment. Yet eighteen years ago, on account of the thousands of failures, flying was classed with perpetual motion and the few who expressed belief in its possibilities were looked upon as mentally unbalanced. Up to 1900, only a few measurements of airplane wings had been made along successful lines. Most flying experiments up to that time had been made on the "cut and try" plan; and by that plan flight probably would not have been accomplished for centuries yet to come. The problem was not one to be solved by guesswork. Duchemin, about the middle of the last century, had published a formula for calculating the pressure on planes at different angles. Lilienthal in the eighties had published his measurements on several curved surfaces with other valuable scientific work. Langley in the nineties published his measurements of plane surfaces corroborating the earlier work of Duchemin. It was to the work of Lilienthal that my brother and I were by far most deeply indebted. But owing to various defects in the systems of measuring all this work, we found it too inaccurate and too meagre for purposes of design.

In 1901 my brother Wilbur and I, having proved by actual gliding tests the inaccuracy of these tables, began a scientific study of the subject. We designed

new types of measuring instruments and made measurements of hundreds of differing wing surfaces in a wind tunnel. It was due to the accuracy of these measurements that we were able, in 1903, to design a new type of biplane, almost entirely from calculation, which was able to lift itself and operator into the air with a crude motor weighing more than 12 pounds per horsepower. We had already developed a new system of control, the system with which our name has been so largely connected, but this system of control would have been of little use without our wind tunnel work which enabled us to design a machine which would lift itself.

The longest flight on December 17, 1903, was 59 seconds duration at a speed of 30 miles an hour. Today continuous flights of more than 24 hours have been made and speeds in excess of 175 miles an hour reached. Many laboratories in all countries are now at work in this field of science. Who, then, will attempt to predict what airplanes can do at the end of another 18 years?

#### NEW AERIAL TRANSPORTATION COMPANY ORGANIZED.

According to a recent issue of the Dayton Journal a company of Dayton men are planning the inauguration of an airplane passenger service between Dayton, Cincinnati and Detroit, using four metal ships. W. A. Johnson, head of this company (the Johnson Airplane and Supply Company) is credited as saying that capital for the company will amount to approximately \$250,000. Each ship will carry five or six passengers, and the rates of fare will be slightly higher than the current railroad fare. Traveling time by air between Detroit and Dayton is about two hours, while it takes six hours to make the trip by rail. Cincinnati is just a short jump from Dayton, less than an hour being required to make the trip.

#### SPEEDY AIRPLANES.

In the early days of the Wright machine (in 1903) the speed of the airplane was about 30 miles an hour. Just recently the airplane has touched the mark of 212 miles per hour. Thus we see that in the course of 18 years tremendous strides have been made in the improvement of the airplane and we see it's speed increased over 7-fold. In America Captain C. C. Moseley, U.S. Army Air Service, established in the fall of 1920 a record of 186 miles an hour. Piloting a Curtiss Navy Racer, with a Curtiss CD12, 400 h.p. engine, Bert Acosta, a veteran civilian flyer, established a new record at Mineola, N.Y. in November, 1921, when he made an officially timed average speed of 184.8 miles an hour. The electric timing device, however, checked the maximum speed attained on the flight as 197.8 miles an hour. Acosta made eight laps over the measured course of one kilometer, four with the wind and four against.

England now comes along and claims that it has produced the fastest airplane in the world, in view of the fact that pilot Herbert James, driving the Mars I (Bamel) airplane, with a Napier "Lion" engine, covered a straight kilometre at 212 miles an hour, and in four turns (two in each direction over the same course) put up an average speed of 196.6 miles per hour. By his performance Mr. James has eclipsed the world's speed record recently attained by the famous French flyer, Sadi Lecoq, when he reached the mark of 206 miles an hour.

The Curtiss Navy Racer is a biplane of 22 ft. 8 inch span, 21 ft. length and 8 ft. 11 inches in height. It has a total supporting area of 168 sq. feet, and a full load weight of 2,165 lbs. The power plant is a Curtiss CD12 engine of 400 h.p. This engine is especially suited to small high-powered ships of the pursuit type on account of its light weight, small size and the ease with which it can be streamlined into the structure. The Curtiss Navy Racer maintained a speed of 176.7 m.p.h. in a recent trial over a triangular course of 30.7 miles for a distance of 153.59 miles, which is claimed to be a world's record.

The Mars I plane first attained prominence when it won the Aerial Derby in London in the fall of 1921, attaining an average speed of 163.34 miles per hour. Certain modifications were subsequently made in this plane before taking part in the race for the Deutsch Cup at Etampes on October 1st. In this race James, the pilot, covered a 50 kilometre course at 171 m.p.h., but was forced to drop out

due to the wing fabric of his plane having become loosened. By way of preparation for the attack on speed records, the "Bamel" has been subjected to a number of minor alterations, all of which have contributed to an increase in her speed. First, and most important, the wing area has been reduced by a further 20 sq. feet since the Deutsch Cup Competition, for which event 20 sq. feet had already been removed, so that today the machine has some 40 sq. feet less than when she originally appeared, and its surface is now in the neighborhood of 165 sq. feet, and the wing loading has been put up to 15 lbs. per sq. ft. or over. It would appear from this that so far as area and wing loading are concerned, the Mars I (Bamel) corresponds very closely to the Curtiss Navy Racer. Secondly, a good deal of covering up of excrescences has occurred. The cowling over the engine has been altered, and now completely covers the center-line of cylinders. The two ends of the interplane struts are now covered with an aluminum fillet which closes the slot in the wing surface into which the said struts enter, and an aluminum tail-piece has been added to the two wheels, giving in side elevation a streamline form.

The expression is often heard that "aviation is still in its infancy". If this is truly the case, who can predict what the speed of the airplane will ultimately be?

#### CASUALTIES IN ITALIAN AERONAUTICS.

During the period from February 1, 1921 to the end of August, 1921 (7 months) there were 16 airplane accidents in the Italian Army Air Service, resulting in the death of eleven pilots or observers. The report on these casualties states that most of them occurred to student pilots, or when they were being carried, and may therefore be attributed to them, for, according to the testimony of eye witnesses, the accidents were due to errors in maneuvering. Such accidents cannot, therefore, be attributed to defective material and still less to defects in the motors.

#### AIR EXPRESS SLIP COACH.

According to London Newspapers Fokker, the famous Dutch airplane designer, who gave his name to the German fighting airplanes, has now invented and built a motorless airplane which can be towed behind an air express and "slipped" when over an intermediate air station. A pilot sits in the "aerial trailer", and after it is "slipped" by the engined air express, will guide it down to land. Thus it will be possible, it is said, for an air express on a journey from London to Brussels to drop passengers at Ostend without landing there, as a railway express train drops "slip coaches".

#### AERONAUTICAL NEWS FROM FOREIGN COUNTRIES

##### Italy.

The Minister of War has approved the proposal of the High Command for Aeronautics to hold two flying contests during September, 1922, the Tyrrhenian Cup and the Italian Grand Prix. There will also be a parachute competition with prizes of 500,000 lire and a balloon contest with prizes of 30,000 lire. All the above events are international. In order to encourage those aircraft constructors whose machines do well in the contests, the Ministry of War has set aside 400,000 lire for the acquisition of these machines, which will then be handed to the civil aviation companies by way of subsidy for the operation of civil air services.

##### Germany.

From Berlin the figures given for aircraft destroyed, etc., up to October 1st last are 12,471 airplanes and 20,364 aero engines destroyed and 629 airplanes and 3,632 engines surrendered.



Great Britain.

The Royal Air Force appear to be doing good work in improving British prestige among the natives. A friendly Sheik who had been wounded by a raiding party from another tribe had been met by a British convoy in the middle of the desert, and on meeting three British airplanes at the oasis of El Dijid the convoy asked if it would be possible to convey the Sheik to Baghdad for treatment. The permission of Sir Percy Scott at Baghdad was obtained by wireless, and within a few hours the Sheik was safely in hospital in Baghdad with his injuries under examination by X-ray. An interesting sequel occurred a few days later when one of the British airplanes was damaged in landing at this same oasis. A flight of six other machines was sent out from Baghdad with spares and the whole party had to camp at El Dijid for the night. At sunset five natives on camels appeared and silently took up outpost positions around the camp, where they remained until dawn, when they silently rode away. It subsequently turned out that they were from the wounded Sheik's tribe and, hearing that the Air Force was in some sort of trouble, had come to see that they were not molested during the night.

Regular service across the English Channel by air will take place this winter for the first time in aviation history. The London Daily CHRONICLE states that arrangements have been made between the Instone and Handley-Page lines to fly six days in the week from both Paris and London. Machines will leave Paris and London simultaneously, pass in mid-Channel, and arrive at their destinations about 2:30 p.m. This will avoid night flying and will be the first time that such extended winter facilities have been afforded the public. Last winter the service of the Handley-Page Company was only twice weekly.

Coincident with the opening of the French Aero Show, where some of the latest designs in French commercial aviation are to be shown to the public, British aircraft constructors are congratulating themselves over having sold British air "expresses" to a French line. A new and improved Vickers-Vimy, with two Napier Lion engines, having a total horsepower of 900, arrived at the Croydon airdrome ready to be delivered to the Grands Express Aeriens, one of the biggest French air lines. The entire airplane has been finished in silver color, and presented a wonderful sight flashing in the morning sun as it maneuvered over the London air station before it landed. With its two 450 h.p. Lion engines it can carry 14 people at 130 miles an hour, and can travel between London and Paris in one hour and 45 minutes. It is understood that this is the first of a number of these British air expresses that will augment the present French fleet.

Road surveying by airplane is an innovation shortly to be introduced by the Ministry of Transport. The experiment is to be carried out in connection with the new London to Southend road. The idea is to get maps of the whole of the proposed course for the road. It is estimated that the actual time occupied in photographing the course will be less than 30 minutes, which will effect a considerable saving of time and expense, for instead of numbers of men having to tramp the country, two or three men will merely have to fly over the course taking a series of photographs as they go. When the photographs are laid side by side it should be possible to have before one a bird's eye view of the whole of the site for the proposed road.

Colombia.

Vice Consul Edmund B. Montgomery, at Barranquilla, reports that at the present time the Colombian Government is subsidizing the weekly aerial mail service of the Colombo-Alemana de Transportes Aeroes between Barranquilla, Girardot, and Nieva to the extent of \$100 per trip, plus a payment of 30¢ per 15 grams for mail carried. The company has five hydro-airplanes with 500 h.p. motors, carrying 3 passengers each.

AERONAUTICAL NEWS FROM FOREIGN COUNTRIES, CONT'D.

Colombia, Cont'd.

Mail transported by river steamboat takes from one to two weeks going from Barranquilla to Bogota, depending on the condition of the river, whereas by air service it arrives in 24 to 30 hours. American business men desiring to make use of this fast service to interior points in Colombia can purchase stamps in New York City at Vasquez Correa & Co., No. 1 State Street.

On the 23d of October the service was extended to include a weekly trip from Barranquilla to Cartagena, leaving Saturday and returning Monday. The aerial postage is 15 cents for each 30 grams, and the passenger fare is \$50 Colombian currency.

## SQUADRON NEWS

Hawaiian Department, Nov. 30 to Dec. 12, 1921

Major John F. Curry, A.S., Department Air Officer, accompanied by Mrs. Curry, left on the U.S. Army Transport SHERMAN on December 6th for a two months leave of absence in the States. Captain Ralph H. Wooten, A.S., is Acting Department Air Officer during Major Curry's absence.

The Hawaiian Department Air Depot, with Captain Douglas Johnston, A.S., in charge, is beginning to function as an important air supply base. A large shipment of badly needed supplies arrived recently on the Transport DIX.

The Fifth Group (Observation) has been busy with the annual pistol target season for the past two weeks, and flying operations have been curtailed on this account. Flying missions consisted of three bombing missions, three attack raids, and one patrol mission. A new sea target has been anchored off Barber's Point for use as a target for bombing and machine gun raids. A field suitable for placing a target for live bombs is badly needed, but so far no available place has been located.

The officer personnel of the Group is getting very limited. Additional officers are badly needed.

The Radio Department received an S.C.R. 88 Radio truck, and now has it set up and in operation.

The members of the 21st Balloon Company returned on Tuesday, December 6th, from Hilo, Hawaii, after enjoying a week of rest and recreation at the Kilauea Military Camp, which is located near the crater of the Kilauea Volcano, Hawaii's constantly active volcano. Lieut. A. F. Hebbard, A.S., suffered a broken leg in a fall from his horse while on the trip, and was forced to remain in a Hilo hospital. Lieut. L. A. Lawson, A.S., is the only officer now on duty with the 21st Balloon Company. Additional balloon officers are badly needed.

The 3rd Balloon Company has been performing routine duties in ground training in rigging, repair of balloons, manufacture of hydrogen gas, etc., and the work has proceeded satisfactorily. Captain Ross G. Hoyt, commanding, returned to duty after undergoing an operation at Tripler General Hospital.

1st Squadron (Obs.) Mitchel Field, L.I., New York, Dec. 25.

A very attractive Menu Card for Christmas was made by the 1st Squadron (Observation), and judging from the many and varied appetizing dishes enumerated therein, the men must have enjoyed quite a feast. Captain J. J. Devery is in command of the squadron, other commissioned officers assigned thereto being Captain Clyde V. Finter and 1st Lieuts. Eugene H. Barksdale, Lucas V. Beau and Howard D. Norris. The enlisted personnel numbers 80.

Major W. R. Weaver, until recently on duty in the Supply Division, Office of the Chief of Air Service, Washington, D.C., has taken command of Mitchel Field.

12th Squadron (Observation) Fort Bliss, Texas, Dec. 17 - 24

Staff Sergeant Julius W. Johannpeter, Corporal Charles W. Polly, and Privates Paul J. Schwartz, Malcolm Jelks and Martin Johnson were recently transferred in grade to Kelly Field to take the examinations for the Flying Cadet School. Although the squadron regretted very much the loss of the men, they were extended the "best of luck" in their undertaking.

Applications for enlistment in this organization during the past three weeks totalled 26, including one reenlistment. Owing to lack of physical and educational qualifications but eighteen succeeded in passing the required examinations. This brings the strength of the organization up to 84.

Announcement has been made of the marriage on December 26, 1921, of 1st Lieut. Alexander Pearson, Jr., to Miss Margaret Shannon at the home of her parents in Douglas, Arizona. The honeymoon will be spent in the Grand Canyon of Arizona. The couple plan to return to El Paso, Texas, on January 6th, where they will make their home.

Eighth Corps Area, San Antonio, Texas, December 24.

The annual inspection by the Commanding General has been completed at Kelly, Ellington and Brooks Fields, and the Air Intermediate Depot at San Antonio. All stations were found to be functioning efficiently, despite the shortage of commissioned and enlisted personnel.

A hunting trip to Medina Lake was recently enjoyed by the Air Officer, in company with Lieut. Dayton, Assistant Air Officer, and Lieuts. Gaffney and Doolittle of Kelly Field. No deer were seen, but ducks were reported as plentiful. The number brought back would indicate that they are still plentiful. Lieut. Dayton complains that he can't shoot ducks unless someone is around to yell "pull".

Cross country flights were recently made by Major Lackland and Lieut. Duke, Assistant Air Officer, to Fort Clark, Laredo and Ellington Field to inspect the airdromes at those stations. While at Fort Clark they witnessed the football game between the 5th Cavalry and Kelly Field. Ellington Field is staging a creditable comeback after two years punishment by the elements.

The Air Service football teams have finally been eliminated from all hope of the championship when the strong teams from Kelly and Brooks were both defeated by the 23rd Infantry, 2d Division, Camp Travis. The constant change of personnel on the Kelly Field team prevented the development of a stronger machine.

Ellington Field, Houston, Texas, Dec. 17.

Notwithstanding all the different ambidextrous, double-jointed kinds of trouble encountered, four students were officially riveted to the Order of the Silver Wings. The pay voucher names of the lucky ones are as follows: Captain Elmendorf, Capt. Skeel, Lieut. Summers and Lieut. McBride. With any respectable weather next week, the remainder of the class should soon also put on the silver dimple-decoys.

The new class will begin shortly after the first of the new year. Operations will be conducted under simulated war conditions in the interests of efficiency. It is the present goal of the First Group to build a tactical unit that can take up offensive operations against an enemy at a moments notice without friction, confusion, or wasted effort - the minutemen of the skies, one might say.

Towed-target gunnery, the last stage in the pursuit training course, was seriously interfered with by the supply of weather furnished during the last week. The fogs were very thick and proportionately as troublesome. Some of the pilots even claimed that the use of tracers was unnecessary because it was easy to see where the bullet went by sighting down the hole it left in the whipped-cream atmosphere.

On Friday, December 16th, a costume dance was held, or rather got away, in the new First Pursuit Group Officers' Club. A seven-piece orchestra furnished all the excuses for rhythmic hugging the most fastidious could desire. First there was the dinner served at eight, and the tables fairly groaned with chicken, on and at. Then the costumes commenced to come in, and they were fittingly received with cheers, applause and laughter. Some of the costumes were as original as honest reformers and deserved looking into. Major Spatz, with a contagious smile, dashed around the moss hung hall, urging his lieutenants on to greater deeds of valor. The Nujol orator, Lt. McGinnin, was costumed in a policeman's uniform - the body of the cop has not yet been found. The Main Street beach combers, Lieuts. McBride and Sheridan, came over in their pink ones and blue ones, respectively. Their picture has been forwarded to Bryn Mawr. They will be home Tuesdays and Thursdays, nine to nine. The Cuteys, Lieut. and Mrs. Wilson, were dressed as Jack and Jill, but the country was too level. Mrs. Lunt came as Spanish influenza. Most everyone caught it. Major Coleman came as a house detective, and was mobbed by the boys as a matter of habit before they could realize where they were. It was too horrible for anything. Lieut. Matthews put on a suit he has been saving for travel status, so he can go on half fare. Mrs. Sullivan was Chile herself. Oh, the thermal glories of youth! One young lady was dressed as a balloon, or a blimp, as you will. Lieut. Sheridan claims the altitude record. Mrs. Tourtellot came as an Hawaiian maiden. Lieut. Tourtellot had shaved. The talcum terror, Lt. Summers, came as the Sultan himself. If the Sultan could have seen him in action he surely would have been proud. There was no park policeman, even the old stories sounded new. So the Majors and debutantes would feel at home, an old fashioned mahogany bar complete with rail was provided. Over the soddily reminiscent surface of its experienced

Ellington Field, Houston, Texas, Dec. 17, Cont'd.

top gleamed two full red faces over white, full blown aprons, such faces as made one long to confide what a big man the little tot would some day be; never would hang over a bar like his father, whose wife didn't understand him, etc. And over the surface of the bar was smilingly furnished free lunches, pickles, and near beer that was more or less remote.

Great quantities of people and officers were present, and great quantities of refreshments were served them, a la carte, and a la tonneau. Even the weather furnished a fog. Officers flocked in from Post Field, Okla. and Kelly Field, Texas; those from Post Field being Major Tinker, Captains Signer and Pritchard and Lieuts. Carroll, Schulz and Walker; and those from Kelly Field being Captains Duncan and Willis and Lieuts. McReynolds and Lunt.

Some kind few brought out some local girls and a few limiteds. There were dominated complexions, derelicts, dazzle dispensers, and the still life experts who stayed on the veranda. Everyone had a good time because they all acted just like all people would act if it weren't for what people would say, which proves how tremendously civilization is advanced in our enlightened day.

People went dangling off to bed, tired but trouble proof. For a more detailed report of the voyage and voyagers, kindly address St. Peter. The very least he can say is that everyone enjoyed the others immensely.

Carlstrom Field, Arcadia, Fla., Dec. 27.

Having concluded a most successful season in football, winning every game played, and against such opposition as the University of Florida, Camp Benning, Tampa Collegiate Stars and Stetson, the field athletes are now looking forward to the same reputation on the basketball court. Carlstrom has many fast and experienced players, and games have been arranged with Camp Benning, Fort McPherson and Fort Oglethorpe, Ga. Another championship for the aviators.

Lieut. McMullen reported for duty at Carlstrom on December 19th. He reported via airplane, delivering one DH4B from the Montgomery Air Intermediate Depot to Carlstrom. Lieut. McMullen is one of the old Air Service pilots, and was in command of the gunnery school at Rockwell Field, San Diego, Calif., during the war.

Major K. H. Gorman has been appointed Executive Officer at Carlstrom Field. Major Gorman is also to have command of the new Pilot School Detachment which will go into operation on December 26th.

A dance was given at the Officers' Club on the evening of December 16th. The officers and ladies of the field were given a chance to wear their old clothes, as the affair was strictly old clothes. A good time was had by all.

Saturday afternoon, the Officers' Club was the scene of a very pleasant Christmas celebration. A large number of the officers of the post with their wives and kiddies gathered at the club about three o'clock. The Carlstrom Field Band played an excellent concert of six numbers, and it was greatly appreciated. After the concert Santa Claus put in his appearance, and for the next hour the Patron Saint of Christmas was decidedly busy.

Air Service Detachment, Paranaque, Manila, P. I., Nov. 14.

After over a week of hair raising flights out of the flying field at Lucena, Tayabas, the curtain was rung down on the first act of the Air Service participation in this years Staff Ride maneuvers, when eight planes at last made a safe return to Clark Field in a nearly waterlogged and all but salvageable condition. Rain, mud knee deep, the tail of a typhoon, a field calculated to inspire the respect of a Carabao, but second thought in a pilot, all played in a drama through which we have to admit Lady Luck certainly stuck around and kept the doughboys from having the laugh on us.

To make a long story short, things were going too much our way. On Nov. 3rd, the 3d Aero truck train with one flight of personnel, and the 6th Photo Section made camp at Camp Wilhelm, Lucena, approximately 150 miles south of Clark Field. The Constabulary having tendered us the garrison facilities of their post, it was a camp de luxe when, on November 5th, our flight of eight planes, led by Major A. H. Gilkeson, commanding officer, Clark Field, and Assistant to the Air Officer, Philippine Department, for the Staff Ride, landed on the adjacent flying field.

Air Service Detachment, Paranaque, Manila, P. I., Nov. 14, Cont'd.

Notwithstanding the fact that the field was one way, checkered with Carabao wallows, rough and marshy from recent rains, only two pilots encountered difficulties in landing in the wallows, which enmired their planes with minor damage. The cup of happiness was complete, with snipe bagged in the vicinity and ice cold  $\frac{1}{2}$  on the subsequent noon bill of fare and a contemplation of the Cavalry, Field Artillery and Infantry's front line discomforts.

However, as the poet so soulfully says, to quote Bill Miller, we were rising to a fall. The second day it commenced to rain and blow, and damp earth changed to mud and mud to marsh. Our indoor sports kept us occupied for the next day or so and then we started to worry. The front line kept moving back, and as each successive body passed in review, as if it were, we became exceedingly apprehensive that we were going to be left in the brush out in no man's land. Worst of all, wouldn't they have the laugh on us if we had to ship our planes back and go home on our truck train - a by no means remote possibility, and growing less and less remote as the fabric tipping started to peel off our props and the pigment to change color from O.D. to a sickly yellow and the rust appear on bolt heads and nuts. Not only this, but after all the rest had moved back, would there be any of the already ramshackle bridges left for us to pass over, and how about those fords that were nigh impassable when we came? To top the climax, rations started to run low with the ration supply moving farther away and becoming more inaccessible every hour. Then word of a typhoon brewing reached us.

But every cloud has its silver lining. On the morning of November 12th, after eight days of sleep, slop, slime and sleet - just as we were about to throw up the sponge and were prepared to be kidded for the rest of our lives - the sun - that marvelous salve for all ills, God bless it, broke forth and not needful of further incentive to clear out, we took to our foundering craft, beat it for home and got there.

Notwithstanding the drawbacks of climate and the field, four mail and nine general reconnaissance flights, totalling 1238 minutes, were made during the week.

With a flight of fresh planes, Staff Ride Observation flights will be resumed on Monday, November 14th, from Paranaque Beach station.

To Master Sergeant Hunter, known throughout the service as one of the grand old men, whose untiring devotion to duty and unimpeachable efficiency have become a watchword among all those who know them, goes a great deal of credit for the excellent engineering record maintained by the 3rd Squadron and for the present safe status of the eight planes before mentioned. For the past two years, during Sergeant Hunter's period of duty as Noncommissioned Officer in charge of Engineering Department, 3rd Squadron, and Clark Field, there have been remarkably few forced landings per hours flown.

Hqs. Detachment, 4th Group (Obs.) Paranaque Beach, Manila, P. I. Nov. 19.

The rainy season seems to have been delayed this year for some unaccountable reason. On Thanksgiving Day in previous years the Air Service personnel offered thanks for the cessation of rain. The tropical weather man has apparently muddled things up.

Lieut. Blaney returned Nov. 19th from leave of absence in Japan and China, and assumed command of the detachment.

Lieut. Bettis returned from duty with the Staff Ride. He represented the Air Service in the annual War Maneuvers and made a study of the employment of aircraft in the defense of southern Luzon.

Flying at Paranaque Beach is becoming rather interesting, as pilots landing at this station will vouch. The field at present is only 450 yards long, with a four foot fence at one end and an eight foot barrier at the other.

Lieuts. Johnson and Hines are on temporary duty with the "Alert Flight" of the Second Aero Squadron stationed at Paranaque Beach.

Hqs. Clark Field, Pampanga, P. I., Nov. 19.

During the week from Nov. 13th to 16th, the Air Service Detachment for the Staff Ride operated from Hqs. 4th Group flying station at Paranaque, approximately six miles south of Manila. While the weather continued poor, with heavy intermittent rains as a result of the recent typhoon, several missions effected

Hors. Clark Field, Paranaque, P. I., Nov. 19, Cont'd.

excellent contact with the main body, based at Los Banos, 45 miles airline to the southeast. As observers have been required in their work during the past maneuvers to use Very pistol signals, radio, both transmission, reception and interphone; drop messages, and to take oblique photographs and carry on necessary observation, splendid practice has been gotten by all, as each officer on duty with the detachment has been assigned to an equal share of observer's as well as pilot's work.

In addition to Major Gilkeson, acting Assistant and Technical Adviser to the Air Officer for the Staff Ride, Captain L. N. Keesling, 1st Lieut. R. Baez, Jr., 1st Lieut. C. L. Webber and 1st Lieut. G. W. Pardy, acting Group Operation Officer in charge of the Detachment and Captain D. W. Bedinger, Flight Surgeon, all of the Third Squadron (Pursuit), the following officers were attached for work out of Paranaque: Captain R. G. Ervin, 1st Lieuts. Wood, Franklin and Johnson.

Pursuant to information that Staff Ride maneuvers would terminate on Thursday, November 17, 1921, received at 10:30 a.m. Wednesday, Nov. 16th, and in consideration of the work of the Air Service having been completed, camp was broken, truck train departed for Clark Field at 1:30 p.m., and planes at 2:00 p.m. same day. Thursday morning witnessed the resumption of routine duty by the entire detachment.

Lieut. and Mrs. L. C. Hurd returned on November 11th from a month's tour of China and Japan.

Orders have been received for the transfer of station of the 11th Air Park from Clark Field to Camp Nichols, near Manila. 1st Lieut. C. L. Webber, adjutant of the Air Park, is under orders to return to the States on the December transport. 1st Lieut. Leland C. Hurd is at present commanding officer of the Air Park.

Kindley Field, Fort Mills, P. I., Nov. 19.

Flying activities at this post were practically suspended, at least as far as planes were concerned, owing to rough weather and lack of pilots available, even had the weather permitted. The balloon was up during the week and did spotting for the artillery on moving targets.

Lieut. B. R. Dallas has taken advantage of the leave granted him and is spending his final month in the Philippines at Camp John Hay.

Lieut. Franklin has also been granted a leave to visit Baguio, and expects to depart during the first part of next week.

The commanding officer inspected the 2nd Squadron (Obs.) on Saturday, November 19th. Routine duty was performed during the week.

The 17th Balloon Company commenced machine gun practice on Friday with many of the men making excellent scores. There was an inspection on Saturday.

The 27th Balloon Company flew the balloon during the week, doing spotting work for the Artillery.

Crissy Field, Presidio of San Francisco, Calif., Dec. 12.

The Commander of the Allied Armies, Marshal Foch, and his party were recent visitors at Crissy Field. The Marshal manifested much interest in the field, as did a number of his party. After the Marshal completed his inspection he pronounced Crissy Field "Le dernier mot en champs d'aviation", and continued his inspection of the Presidio.

1st Lieut. I. J. Williams, who is on temporary duty at Crissy Field pending his departure for the Hawaiian Islands, recently bought a new machine with which he hopes to burn up some of the roads over there.

Captain Thomas H. Miller, Medical Corps, Post Surgeon at Mather Field, recently visited Crissy Field and later paid a visit to the Corps Area Officer, Major H. H. Arnold, for the purpose of ascertaining at what future date he could expect to leave for the Islands.

1st Lieut. W. C. Goldsborough, E. & R. Officer, has caused to be erected in front of the Seaplane Hangar some basketball goals and has laid out a court. With the material on hand it is expected that Crissy Field will be represented by a fast team.

Staff Sergeant Martin L. Helpman has for the past week been cooperating with the Artillery at Forts Barry and Baker. His mission is to serve as a target for the anti-aircraft guns, in order that the Coast Artillery personnel may be properly trained along these lines. The average altitude flown during this work is about 15,000 feet.

The Engineering Department has completely overhauled the speed boat recently obtained through the courtesy of Colonel Yates. Many records will be shattered, if the prophecies of the Engineering Department materialize.

First Lieut. John W. Benton, Post Supply Officer, has been busily engaged in remodeling his warehouse and installing new bins, shelves, etc. Lieut. Benton's sanctum has a sanctorum appearance nowadays.

Supt. Caldwell, of the Air Mail Service, with headquarters at Crissy Field, is now making an inspection of all Air Mail fields in this Area. Supt. Caldwell will, no doubt, have much interesting data when he returns to Crissy Field.

First Lieut. Ned Schramm as pilot, with Sergeant Kohn as passenger, dropped in last Friday in time to see the flotation gear tested. Lieut. Schramm was very enthusiastic over the results of the test and stayed at the field until the sun was about to set before returning to Mather Field.

Dreams come true - at least that is so if First Lieut. Leo F. Post's case can be cited. It has been Lt. Post's desire to be stationed at Crissy Field and, while here on leave, made request for such duty. Orders came through this past week, and now Lt. Post is busy fixing up his quarters.

First Lieut. B. S. Catlin, Utilities Officer for Crissy Field, announces some interesting news from Mather Field, to wit: a proposed dance. Crissy Field is familiar with the "hops" as staged by its Mather Field friends and knows that the success of same is always assured.

The Post Radio Officer, 1st Lieut. A. G. Liggett, has taken possession of the new Radio Building and, with his present equipment, says he is ready to function in any respects that the radio can be put to.

The San Francisco Reserve Squadron now organizing will be highly elated to know that the new Air Mail hangar is showing marked signs of progress. At this writing the foundations are in and the work of framing has commenced. As soon as completed, the hangar now used by the Air Mail Service will be turned over to the Reserve Squadron.

The Branch Intelligence Office No. 3, recently organized at Crissy Field, has taken possession of an office in the Headquarters Building. 1st Lieut. A. G. Liggett is in command of this office, and it has been said that he has ordered the entire personnel of five to wear rubber heels.

On Thursday evening, Dec. 8th, a meeting of all officers of the Presidio, Crissy Field and vicinity, about 150 of whom were present, was held in the Y.M.C.A. Building at the Presidio. Major General Kennedy, Commanding Officer of the Presidio of San Francisco, introduced Lt. Colonel L. H. Holbrook, Acting Chief of Staff, who lectured for a period of about thirty minutes. The purpose of this lecture and meeting was to promote the spirit of patriotism, to foster the best traditions of the profession of arms, to further the one-army spirit and strengthen the bonds of comradeship among the officers of the military forces of the United States; to encourage and facilitate among ourselves the study of American history and military art in their relation to the common defense of our country, and to transmit an interest in and a knowledge of the same to our successors. Crissy Field has already reported itself as having a 100% membership.

Major H. H. Arnold, Air Officer, 9th Corps Area, made a record trip to San Diego, California, on official business. He left Crissy Field on Tuesday and returned on Wednesday evening, landing sometime after sunset without the aid of lights. It goes without saying that Major Arnold's landing was a success.

1st Lieuts. A. G. Liggett and J. W. Benton made a trip to Mather Field during the week in connection with supplies.

1st Lieut. W. A. Maxwell, accompanied by Staff Sergeant Guy A. Bishop, made a trip to Mather Field during the latter part of the week for the purpose of clearing up his property at that post.

Captain Lowell H. Smith, Post Executive Officer and Commanding Officer of the 91st Squadron, Observation, has been granted a 30-day sick leave. He expects to spend most of this time at Coronado, Calif.



Crissy Field, Presidio of San Francisco, Calif., Dec. 12, Cont'd.

On Tuesday morning, December 6th, forty-eight enlisted men left Crissy Field for Mather Field to join the 28th Squadron (Bombardment) now organizing at that station for duty in the Philippines.

First Lieut. Leo F. Post reported for duty at this field and has been assigned to the 91st Squadron, his duties being that of Adjutant, Mess Officer and Assistant Supply Officer.

Langley Field, Hampton, Va., December 31.

The fine results obtained as the result of the football tournament recently held to determine the champions of the Third Corps Area has led the Entertainment and Recreation Department to arrange a similar tournament to determine the champions in Basketball and boxing teams. Langley Field will certainly be represented in both, and expects to have one of the strongest and well balanced teams on the Peninsula as well as in the Third Corps Area. Coach Arnold will send his charges through stiff workouts every day after the holidays and will soon whip his team into shape for the opening game. Lieut. Morris, one of the very best mitters ever seen at this post, will coach the boxing team.

A delightful and most original party was given for 35 guests by Major and Mrs. Davenport Johnson Christmas Eve, at their quarters. It was in the true Christmas spirit, and grownups were asked to be children again. After listening to Xmas chimes and music, a gift from the tree was presented to each "child". Each "child" had to show his present to everyone, and when he or she did there was a chorus of laughter, for the Santa Claus was a joker, and had a sense of humor.

Invitations have been issued by Capt. and Mrs. Harding and Lieut. and Mrs. Bobzien to a dance on Saturday evening in honor of Lieut. and Mrs. Miller, recently ordered to the Canal Zone.

Shortly after 10 o'clock Monday morning old Santa Claus appeared over Langley Field in his airplane, which was beautifully decorated with the Christmas colors. After circling around the field several times at a low altitude so that everyone could see him and get to the flying field to meet him, he landed, and was greeted by a multitude assembled for his coming. Several hundred persons, old and young, were there to greet him.

After landing he taxied the airplane right through the streets to the great Christmas tree near the main entrance to the field, which was erected there by some one who anticipated the coming of Old Santa. Arriving at the tree he immediately began to distribute the presents which he had brought with him and he left under the tree during the night. He had a present for every child on the field. More than an hour was consumed by the distribution of the presents, and despite the extreme cold which prevailed the entire crowd stayed until all the presents had been distributed.

Each present was addressed to a certain child and each one came forward as his or her name was called. Some came slowly and cautiously, while others took the occasion as a matter of business and stepped boldly forward and answered the questions asked by Old Santa. Some of them were startled when Old Santa inquired about their doings in the past year. When Santa asked them if they had been good, if they were not too excited to speak they would invariably answer in the affirmative. One little fellow, who took it very seriously, answered the first question all right, but the second one evidently concerned a subject that he did not care to discuss with Old Santa, because instead of answering it he bit his lips and turned very red in the face while a huge tear started down each cheek. So Old Santa dropped the subject. The question was: "Do you believe in Santa Claus?"

After the distribution of the presents Santa got into his machine and had a group of the little fellows climb upon the wings of his airplane and have their pictures taken with him. Truly it was a wonderful treat to have a picture taken in company with that magnificent old fellow.

When the pictures had been snapped, Old Santa tarried with us no longer but went off down that long street towards the land from whence he came to get more presents ready for next Christmas.

Kelly Field, San Antonio, Texas, Dec. 10.

On Thursday, December 8th, the 2nd Group (Bomb.) participated in a review before the Commanding General of the 8th Corps Area, followed by an inspection of ships on the line. Then a formation took off and carried out problems. The

Kelly Field, San Antonio, Texas, Dec. 10, Cont'd.

General exhibited much interest in the camera obscura and expressed his approval of the work. During the artillery reglage problems, the General emphasized the importance of this work.

Later an inspection of mess halls and barracks was made, upon completion of which the General, in a talk before all the officers of the command, expressed his approval of the condition of the property and personnel of Kelly Field. He laid stress upon the importance of complete understanding and cooperation with other arms of the service.

Recruiting seems to have taken on new aspects, the recruiting officer having been kept very busy for the last ten days swearing in the new aspirants to the life of a soldier, most of them being ex-service men. The new activities are apparently due to the excellent efforts of the 26th Squadron, which evidently has adopted the slogan "We shall grow". Members of the 26th made a recruiting drive to Taylor and Georgetown, Texas, during the past week, which resulted in seven more members being carried on the rolls of that organization. Eight recruits were enlisted during the past week, and every man was secured through the efforts of some members of the 26th Squadron.

As usual, enlisted men have had their regular dance every Tuesday, and everything has been pleasant, happiness being the uppermost feature of the affairs. Pretty girls have attended, as a result of the good managing ability of our able hostess, Mrs. Hazelton, who deserves a lot of credit for the excellent jazz music furnished, which always gives so much "pep" and contentment among those attending.

The Kelly Fielders lost to the 5th Cavalry in a game of Polo played at Brackenridge Park on Dec. 4th. The playing of Col. Forsyth for the Cavalrymen and Major Garrison for the Aviators featured, Major Garrison making all the goals for Kelly.

The football team left Friday, the 9th, in three G.M.C. trucks for Fort Clark. When about half way to that place a wheel came off one of the trucks and it turned over. Fortunately none of the gladiators were hurt. The game at Fort Clark was fast, the airmen losing through brilliant forward passes put over by the Cavalrymen. The score at the end of the game stood 13 to 0 in favor of the 5th. After the game an excellent dance was given at the Club by the officers and ladies of the Fort. Music was furnished by the Post Band and refreshments were served. The football warriors returned Sunday without further mishap.

The 3rd Group (Attack) was in readiness on Wednesday morning with the number of ships required in Operations Orders of Wing Operations for the escort of General Foch's train into San Antonio, but owing to the inclement weather the formation was cancelled. All members of the Group participated in the review on Thursday during General Hines annual inspection. All ships were on the line, and the crews in their proper places. The General seemed to show considerable interest in the XB1A ships of the 13th Squadron. A formation of 15 ships took off immediately after the General's inspection of the line.

The 8th Squadron reports that their new Mess Sergeant, having the theory of a soldier's happiness, is practically using it. The appearance of the mess and recreation halls has improved considerably in the last few days, new fixtures having been purchased and the interiors repainted and artistically touched up, giving the place an air of the Old Home Dining Room.

The 3rd Group has some very good fighters. Joe Garrett, of border fame, was again the victor when he defeated his opponent at the Business Men's Club of San Antonio last Saturday night. Art Springer, of the 90th, who made a record while stationed on the Pacific Coast as a fly weight fighter, expects to fight as soon as a suitable opponent is found, some difficulty being experienced in obtaining a partner of his size.

The 2nd Group (Bombardment) was all set to meet Marshal Foch Wednesday and escort his train to the city, but low clouds, fog and rain made even an attempt impossible. The class of students is progressing rapidly, having finished up the dummy bombing stage, and it is now on formation stage. The flying time for the Group last week was: Cross country, 25 hours, 55 minutes; Dummy Bombing, 62 hours, 20 minutes, Camera Obscura, 3 hours, 65 minutes; Formation, 17 hours, 50 minutes; Test, 6 hours, 25 minutes; Practice, 23 hours and 30 minutes; Miscellaneous, 4 hours, 10 minutes; with a total of 244 flights.

A dance was given Friday, December 9th, at the Aviation Club by the officers and ladies of the 2nd Group. The large number of guests and excellent music made it a delightful affair.

March Field, Riverside, Calif., Dec. 2.

An operations problem consisting of a practice bombing raid on Los Angeles was carried out by members of the 19th and 23rd Squadrons on Wednesday, November 30th. The pursuit ships got away on scheduled time, but the bombers were all too busy to fly, so they said, and as a result the Operations Officer of the 23rd rushed breathlessly into the mess hall of the 19th during lunch hour looking for a D.H. pilot. He got a large laugh for his efforts and made a hasty getaway. Now we don't know, of course, just where the trouble lies, but it was a dark, cloudy day, and the landing fields between March Field and Los Angeles are not too numerous, and the members of the 19th are working their imaginations overtime.

The officers' indoor baseball feud continued this week with the usual trampling under foot of the bombers. The Tuesday score was too one-sided to mention, but on Thursday, the 19th barely nosed them out after spotting them 10 runs for encouragement. The score was 20 to 16.

The first of a 5-game baseball series between the enlisted men of the 19th and 23rd Squadrons for the possession of a set of baseball uniforms to be turned over by the E. & R. Department was played on Friday, Dec. 2nd. A cold north wind failed to chill the ardor of a good turnout of rooters, who saw the 23rd Squadron win by a score of 9 to 8.

Captain F. I. Eglin and Lieut. E. S. Norby have received orders transferring them to the 28th Bombardment Squadron stationed at Mather Field. It goes without saying that their loss will be keenly felt by the officers at March Field, particularly by the members of the "Board of Equalizers".

Mather Field, Mills, Calif., Dec. 13.

Preparations for the transfer of the 28th Squadron (Bomb.) to the Philippine Islands are under way, although no definite date has been heard for their move. Enlisted men of that organization have been relieved from all post duties, in order that they may have every bit of squadron training possible. The ships that have been assigned to the 28th Squadron for training are in the very best of condition, and their appearance is mighty "snappy" with the organization insignia newly painted on each plane.

Just before the departure of Capt. and Mrs. Thomas H. Miller they were entertained at a bridge party given in their honor by Capt. and Mrs. Louis M. Field (M.C.). In addition to the guests of honor, Major and Mrs. B. M. Atkinson, Major and Mrs. F. H. Poole and Lieut. A. E. Waller attended. Major Poole won high score, Mrs. Miller, second.

Visitors by air at the field during the week were Lieutenants Benton, Halver-son, Liggett and Maxwell from Crissy Field.

Recruiting activities are still going well, with 18 men enlisted for the Air Service during the week. Mather Field seemed almost like a recruiting center for a few days with transferred men from Crissy, March and Ross Fields for assignment to the 28th Squadron (Bomb.), but a transfer of many of the recruits to Fort McDowell relieved the congestion.

Captain Thomas H. Miller, M.C., who has been stationed at the post hospital since March 1921 left with his family for San Francisco prior to their sailing on the 15th on the LOGAN for Honolulu. Both Mrs. Miller and their two young daughters are looking forward with much interest to their stay in the Hawaiian Islands.

Lieut. William R. Mackinnon, Q.M.C., cleared the post on the 10th. He has been at Mather for over a year. Lieut. Mackinnon intends visiting his brother in Oakland for a few days, and then sails on the 15th on the LOGAN for the Philippine Islands. Mrs. Mackinnon and tiny William R., Jr., who are visiting in New York, will go to the Islands on the May transport.

The meeting of the Monday evening Bridge Club started off with sixteen members of the command attending, and Mrs. Thomas H. Miller acting as hostess. This new little assemblage is entirely separate from the Thursday afternoon Bridge Club started by the ladies of the post, and by its organization the officers of the command get an opportunity to play bridge, and it offers an excellent method for the newcomers to become acquainted. There is no regular membership - any officer, member of his family or guest may attend the gathering; one of the ladies acts as hostess. The only requisite is that each player pays 50 cents which serves to provide a fund for prizes without it being necessary for the hostess to purchase them.

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

FOR RELEASE FEBRUARY 8, 1922.

THE AMBULANCE AIRPLANE

(Translated from the FIGARO of Dec. 5, 1921,  
by Lieut.-Colonel F.P. Lahm, G.S.C.)

It appears that the ambulance airplanes of the Levant and in Morocco are growing rapidly in their emulation of each other, which is both admirable and profitable. Every day a new record is made by one or the other.

A few weeks ago in Morocco they made a remarkable record by transporting 18 wounded men 80 kilometers; now we hear that in the Levant they have just evacuated 44 wounded a distance of 400 kilometers over the desert of Syria between Deir-ez-Zor, on the Euphrates at the southern border of our mandate, and Aleppo. This last operation is a record for transporting wounded by airplane. Moreover, the conditions under which it was done and the advantages gained merit attention.

After the victorious battles of the 24th and 26th of October, fought in the region of Deir-ez-Zor by Colonel Debievre against the warlike tribe of Ogueidats, who fought all the more fiercely against our troops because they had given a severe setback to the British in 1920, General Gouraud, High Commissioner in Syria, gave orders on October 26th to Medical Inspector Emily, Chief Surgeon of the Army of the Levant, and to Major Denain, commanding the Air Service, to prepare for the evacuation as rapidly as possible to Aleppo of the wounded we had during the course of these glorious combats. This work was rendered particularly difficult and dangerous due to the fact that the 400 kilometers which separate these two places is an inhospitable desert, without landing places, occupied by hostile Bedouin tribes, with atmospheric conditions characteristically severe in these regions, and particularly because it was impossible to have a gas station at Deir-ez-Zor, which is 20 days from Aleppo by camel convoy.

A detachment, composed of all the ambulance airplanes in service with the Army of the Levant, was immediately organized at Aleppo under the command of Lieutenant-Pilot Vindreau and of the Chief Surgeon of the Air Service in the Levant, Dr. Liegeois. On October 25th a military surgeon, Dr. Chevallier, went to Deir by airplane to render the urgent surgical assistance needed. The same day five airplanes brought back 10 wounded, covering in a few hours the 800 kilometers for the round trip from Aleppo to Deir-ez-Zor and return, a very remarkable performance when the difficulties enumerated above are considered.

Evacuation continued the following days, and soon all the transportable wounded - 44 in all - were transported by air to the military hospital in Aleppo, making in three hours and a half and under very satisfactory conditions, as far as comfort is concerned, a trip which requires at least a week by motor ambulance, and by camel or cacolet (form of saddle for horse or mule, carrying two men in a sitting position) more than three weeks over heavy roads. This would have been very trying on the wounded men.

Thanks to the airplane, Principal Surgeon Chartres, Division Surgeon of the 2nd Division, was able to go to Deir to superintend the evacuation and care of the wounded. Dr. Liegeois, who followed and directed the operations from the medical standpoint, estimates that, without counting the suffering that was avoided, five wounded men owe their lives to this method of evacuation.

The results are a great honor to the Air Service of the Army of the Levant and especially to the pilots who, not satisfied with being courageous war pilots, have on this occasion given proof of their skill, endurance and training by bringing safely into port all the wounded confided to them, in spite of the difficulties of such a long flight.

It should be noted that in all the time that this means has been used for evacuation in the Levant, not a single wounded or sick man has been the victim of an airplane accident.

### COL. BOLLING'S STATUE UNVEILED ✓

A statue of Col. Raymond C. Bolling, the first officer of the American Air Service to be killed by a German bullet, near Amiens, France, during the late war, was unveiled January 7, 1922, at Greenwich, Conn. Gen. Mason M. Patrick, Chief of Air Service, and with whom Col. Bolling was associated; Governor Edward J. Lake of Connecticut, and Dr. George E. Vincent of the Rockefeller Foundation were the principal figures at the unveiling ceremony. The statue is the work of E. C. Potter of Greenwich.

### BOMBING PILOTS GRADUATE AT KELLY FIELD ✓

Thirty-three officers and six cadets successfully completed the course of training for bombardment pilots conducted by the 2nd Bombardment Group at Kelly Field, San Antonio, Texas, and graduated on December 22, 1921. Captain Arozarena of the Cuban Air Force and Lieutenant Brown of the Argentine Navy were numbered among those who successfully completed the prescribed tests. Captain Arozarena immediately departed for his native soil, promising to remember all his friends at Kelly Field while celebrating Christmas in "old time style". Lieut. Brown is leaving for London, Eng. where, in company with other officers of the Argentine Naval Forces, he will inspect and test Avro seaplanes which his government is purchasing. Upon completion of this duty, these officers will return to New York and perform like services in connection with the purchase of FSL seaplanes in this country. Lieut. Brown has been in the Government Aviation Schools in the United States for two years, having first received training on seaplanes at the Naval Aviation School, Pensacola, Fla., then primary training on land planes at Carlstrom Field, with advanced training on same at Kelly Field.

### XBIA SHIPS FOR NIGHT FLYING ✓

The 30th Aero Squadron, stationed at Kelly Field, San Antonio, Texas, reports night flying a success and the XBIA's as excellent ships for this work. Several officers of the 2nd Bombardment Group participated in the flying, in addition to the personnel of the 3rd Group (Attack).

### CHANUTE FIELD CONDUCTS SUCCESSFUL RECRUITING DRIVE ✓

Over 600 recruits were obtained in four weeks as a result of a recruiting drive recently inaugurated at Chanute Field, Rantoul, Ill., the location of the Air Service Mechanics School - this despite the lack of funds to cover transportation, advertising, and other incidentals, a handicap which was overcome by the voluntary personal and financial sacrifice of officers and enlisted men detailed to various recruiting stations established during the "drive". Trucks, a great many of them relics of the war, were used in bringing applicants to Rantoul for examination and enlistment. These men were brought in through all kinds of weather and at all hours of the day and night over extremely rough roads. The field was constantly called on for aid to get some trucks in, as they insisted on breaking down for various reasons anywhere from 20 to 25 miles from the field.

Officers of Chanute Field say that the men secured are going to be a credit to any branch of the service or to anybody's army, as they are "hand picked", and when graduated from the Air Service Mechanics School at this station and assigned throughout the Air Service they will tend to make the personnel of a caliber rarely equalled in any army. When an additional 100 men are enlisted - and the recruiting personnel do not apprehend that any difficulty will be experienced in obtaining them - the field will be filled to capacity.

Chanute Field recently received authority from the War Department to obtain 1,000 recruits, there being allotted to it a large portion of the Air Service vacancies in the various Corps Areas and overseas departments. These recruits, after being trade-tested, are allotted to courses for which they are best fitted, bearing in mind the number required to be trained in the Air

Service for each trade. After the completion of their course in the Air Service Mechanics School, which takes approximately six months, they will be assigned to various posts and organizations throughout the Army, upon the recommendation of the Chief of Air Service to The Adjutant General of the Army.

Keeping in mind the fact that the town of Rantoul has only a population of 1600; that there are no large towns in its locality; and that the roads are all dirt roads, particularly at this season of the year, it can readily be seen that the difficulties in handling a project of this kind were legionary. The traditions of the Air Service Mechanics School are such, however, that any project for the benefit of the School is eagerly seized upon regardless of difficulties. Recruits were obtained by officers and enlisted men establishing themselves in the towns of Danville, 42 miles distant; Kankakee, 112 miles distant; Peoria, 90 miles distant; Springfield, 125 miles distant; Decatur, 85 miles distant; Mattoon, 80 miles distant; Bloomington, 50 miles distant; and Champaign, 20 miles distant. These recruiting parties consist of one officer, one truck driver, and two enlisted men. They proceeded to get in touch in each town with the Postmaster, newspapers, the Chamber of Commerce, the American Legion, and any other activities which could be of assistance to them. They placed advertising boards throughout the town, established offices, the majority of which were in post offices or courthouses, by courtesy of the proper officials, and exerted every energy towards widespread publicity in their vicinity as to the great opportunities offered the proper type of men for training in this School. The applicants for enlistment exceeded the number accepted by 200 percent. Some men were disqualified physically, but the majority were disqualified on account of lack of educational qualifications, as a high school education or its equivalent was insisted upon.

The recruiting personnel regret that they cannot proceed with the entire quota of 1,000 at this time, as they are certain the men can be obtained and they would like to finish the "job" while still "in harness".

A book could be written on the many and varied experiences, both amusing and pathetic, which have occurred during this recruiting campaign. For instance, a reliable soldier will be absent without leave for a couple of days, and the next heard of him will be when he calls from some town, stating that he has a dozen or more recruits and desires a truck to bring them in. This has occurred quite frequently. The cases where men have been stuck in snow storms and freezing weather miles from anywhere in a broken down truck for many hours during the day or night before assistance could reach them are too numerous to think of with any degree of pleasure.

To assist in the publicity of this campaign, numerous flying formations have been sent over the various cities and territories where recruiting parties were operating. Recruiting circulars printed by various goodhearted citizens of different towns have been dropped by thousands. Stunt flying has been done and parachute jumps have been made at the various recruiting stations. A mail order campaign has also been carried on, as practically every newspaper in this territory has carried news items on this subject. Numerous recruits were procured in this manner. In other words, every method that the imagination could produce, if it showed any prospect of helping, was used, regardless of the time, work or sacrifice entailed thereby, and the results have been particularly gratifying.

The following extract from a letter received from the Sixth Corps Area Recruiting Adjutant briefly, but adequately, describes the accomplishment of the task set before Chanute Field:

"Generally speaking, a man hates to admit that he was wrong but, as I look over the recruiting chart and realize your splendid achievements at Chanute Field, I am only too glad to admit, without reservation, that both Colonel Stacey and I were entirely right in our estimation of what the personnel of Chanute Field could do in the way of recruiting. I still feel that we were entirely right in our estimation of the conditions that you people had to face down there but, if you will remember, old Lord Fisher said, 'It is men that fight, not ships', and so, as always, it was the character of the personnel that did the trick and overcame obstacles which I believe would have stumped the average man. The 'I will' spirit and enthusiasm with which Chanute Field has tackled this problem will always be a source of inspiration to me when engaged in similar work."

## LIEUT. MACREADY GIVEN "CLARENCE MACKAY" CUP.

For accomplishing the greatest achievement in aviation during the year 1921, Lieut. John A. Macready, Air Service, chief test pilot at McCook Field, Dayton, Chic, was on January 9th presented with the Clarence Mackay cup at a dinner of the Aero Club of America in New York City. The cup is awarded each year to the aeronaut accomplishing the greatest feat in aviation, and Lieut. Macready's altitude record was considered the banner feat of the year. The cup is of silver, beautifully mounted, and of particularly large size. It will be held by Macready until next year, and will then be relinquished unless the Dayton flyer makes the "greatest achievement" again. Three persons have had the cup so far - Major B. Q. Jones, who made an endurance record; "Eddie" Rickenbacker, who made such an enviable record as a flyer during the war; and Captain St. Clair Streett, who flew to Alaska and back in the fall of 1920.

## NEWEST "BRISTOL" ENGINE MEETS OFFICIAL TESTS.

The lightest proved engine of its power in existence, the "Bristol", Jupiter type, is the latest achievement of the Bristol Aeroplane Company, England, and marks an epoch in the development of the air-cooled radial aero engines. Weighing 729 lbs., the engine can be lifted by four men. It has 25% less parts than any other engine of equal power, and can be more easily and quickly dismantled and erected. The big nine cylinders develop 450 h.p. when working at 1840 revolutions per minute, the engine being cooled by the rush of air around the revolving cylinders. This method has the advantage not only of saving the weight and space of water for cooling but also of economizing space, the whole engine occupying only two feet from front to back.

The report of the British Air Ministry on the test of this engine states that only two makes of engines, and these both water-cooled, have previously satisfied the rigid conditions laid down for the test, and the results achieved with the "Bristol" Jupiter engine are the more meritorious when one considers that it is lighter per horsepower than either of the other two makes of engine which have previously received the final test certificate.

At the conclusion of the tests the engine was dismantled for examination. Very little signs of wear were visible, and the general condition of the engine was found to be excellent. Amongst other points which are of much importance may be mentioned that owing to the design of the induction system the engine starts particularly easily, and owing to the air-cooling it is especially suitable for starting up in very cold climates. By these tests the "Bristol" Jupiter engine has not only proved itself the most efficient engine of this type ever constructed, but also superior in reliability and all-round efficiency to the great majority of the heavier engines of water-cooled type.

A new fighting machine, expected to exceed in speed and maneuvering power anything attempted hitherto, also a British commercial airplane having a unique capacity for making loads pay, are to be built to take the new engine. It is a discovery of the first importance in the development of British air power.

## AVIATION DEVELOPMENT IN ITALY

A policy of strict economy in army expenditures is to be inaugurated by the new Italian Minister of War, the Hon. Gasparotto, who has been in office about five months. Both Military and Civil Aeronautics in Italy are under the Minister of War, and he recently made the following statement of his intentions concerning the Air Service:

"It is my intention to cut down all branches of the Army including the Air Service. The Military Air Service will be kept within the limits strictly essential for proper war preparation. The development of civil aviation must be undertaken on a large scale. In this manner the appropriations for aeronautics will not be wasted in industrial ventures of which the State is always a most unfortunate administrator. The appropriations are to be spent wisely; for specific experiments, for the purchase of new material, for the preparation of the personnel, and for equipping the various branches of the Air Service. As far as possible

recourse will be had to private enterprises, stimulated by free competition, rather than to Government establishments which are a burden to the State and are apparently kept up to maintain the employees in service. The plan for reforming and reorganizing the Air Service has been drawn up by the Advisory Committee for Aeronautics, but the Army Air Service must be duly considered and any reorganization must go hand in hand with the Army organization.

Civil Aviation will receive the greatest possible support from the Government, but always with the idea of developing and in full cooperation with the Military Air Service. Thus, with a minor expenditure of money there will be created not only a strong Air Service for Italy's possible future defense, but also a source of industrial wealth and a large exportation."

#### INTERNATIONAL AVIATION RACES IN ITALY

The Italian Minister of War has just approved a plan submitted by the Chief of Air Service (Comando Superiore di Aeronautica) for several big International Aviation Races and competitions to take place in September, 1922. The object of these competitions is to increase the creation and construction of new types of airplanes, and prizes will be taken from Air Service funds appropriated for that purpose.

The first race will be known as the "Grand Prize of Italy" and will be for airplanes. The prizes for this competition will consist of a Cup valued at 30,000 lire, a first prize of 150,000 lire, and a second prize of 50,000 lire.

The second race will be known as the "Grand Prize of the Tyrrhenian Sea" and will be for seaplanes. In this competition the prizes will be of the same amounts as those for the "Grand Prize of Italy".

In addition to the prizes, 400,000 lire will be spent for the purchase of the Italian airplanes which make the best showing in these two competitions. As at present outlined, each race will be 2000 kilometers over a circuit not less than 500 kilometers in length. In addition to these two races, it has been decided to have parachute competitions, the descents to be made from airplanes. Prizes to the amount of 500,000 lire will be awarded in the parachute competitions, which will also be international.

There will be held also a competition for free balloons, the money prizes in this competition amounting to 30,000 lire.

As soon as the detailed regulations governing the above competitions are drawn up information thereon will be forwarded.

Prior to his appointment, the new Minister of War was a member of a group of fifty representatives in the Italian House of Representatives known as the "Aeronautical Group". This group is made up of representatives from various political parties, organized and pledged to support and assist in all legislative matters for the organization and development of Commercial Aeronautics. Up to the present time this group has not succeeded in getting any of its proposed legislation through the House. A similar organization has just been organized in the Senate along the same lines and for the same purposes. It consists of from 40 to 45 members at present, including many of the most prominent Senators, in addition to those who are most prominent in industry and science.

#### MARKING LANDING FIELDS IN ARGENTINA

The Ministry of War has ordered that on each landing field belonging to the Government and under said Ministry, a visual signal is to be painted consisting of one, two or three capitals placed in the center of the field. The upper part of these capital letters will face the north. The letters will be painted as if each one was surrounded by the lines of a rectangle of 20 by 10 meters. Each letter will have a width of 3 millimeters.

The military airdromes will have a horizontal band three meters in width on the lower part of the letters right across same. The letters may be made either out of brick, wood, or any other material, and should be inlaid in the ground so that they will not mean the slightest obstacle for the taxiing of the



airplanes; also they will be whitened with lime, in order to be able to distinguish them from high up.

Civilian airplanes will not be allowed to land on fields where military airdromes are located without previous authorization or, in case of serious trouble, when permission will be requested from the air by given signs.

#### INTERNATIONAL COMPETITION FOR AVIATION ENGINES IN ITALY

The Chief of the Italian Air Service is organizing a large international competition for commercial aviation engines, to take place in the Fall of 1922 or the Spring of 1923. Plans are being drawn up along lines already approved by the Minister of War. Money prizes from Air Service funds amounting to one million lire will be offered.

The large money prizes offered in this competition, as well as in those for airplanes, seaplanes, parachutes and balloons which are to participate in the big International Aviation Races and Competitions to take place in September, 1922, viz: the "Grand Prize of Italy" and the "Grand Prize of the Tyrrhenian Sea" are to be awarded to manufacturing houses. The Italian Air Service is very anxious for American manufacturers to compete in these events. Detailed regulations will be sent when completed and approved.

#### SPADS TO BE FLOWN AT ELLINGTON FIELD

A number of Spad 13's held in storage at the San Antonio Air Intermediate Depot are being equipped with Wright 180 h.p. engines for use of the First Pursuit Group at Ellington Field. These Spads are to be used by pursuit students as a step up to the MB3, which will be available shortly.

#### NEW INVENTION IN AERIAL PHOTOGRAPHY

A recent invention by F.M. Huddleston, of Los Angeles, Calif., is creating considerable interest in aero-photographic circles. The Aerograph, as this invention is called, consists of a small pilot balloon from which is suspended a combination gyroscope and gumbal for holding the camera, together with electrical devices for controlling its operation. Absolute control is had from the base, which consists of a truck upon which is installed a winch and hydrogen generator, as well as a control board.

#### ACCOMPLISHMENTS AT MCCOOK FIELD, DAYTON, O. DURING THE PAST YEAR

In the Christmas issue of "Slipstream", published at McCook Field, Dayton, Ohio, Major T. H. Bane, Chief of the Engineering Division located at that station, reviews the accomplishments of the past year, and states that a careful analysis of same will force any reasonable man to the conclusion that the work of the Division has been worth while.

Among the achievements of the year, aside from Lieutenant Macready's altitude record, are the following:

The 700 h.p. "W" engine, which was built last year, has successfully passed its 50-hour test. A small number which were ordered have been received and are now being tested. This engine has been incorporated in the design of several airplanes, one of which is now at this field.

Following the same procedure as was followed in the development of the 700 h.p. "W" engine, a 1,000 h.p. engine is now being built. This procedure consists of completely developing a single cylinder on the flexible engine last year and letting the contract this year for the complete engine.

A remarkably compact engine of the barrel type, with many advantages over existing conventional types, is actually under construction.

With the cooperation of the Material Section, the Power Plant Section has been able to develop a very promising air-cooled cylinder.

Mr. Verville and the Power Plant Section have gotten out during the past year a very creditable pursuit airplane about the Packard 300 engine.

Mr. Laddon, who seemed destined to break the ice in new forms of construction in this Division, has gotten out the CO-1, which passed its sand test except for minor defects, which it is believed will be corrected. This duralumin airplane is the first attempt in this country to build a complete duralumin airplane, and gives every promise of success. The flying model should be in the air soon after the first of the year.

Mr. Roche completed the construction of the training airplane about the Liberty 6 (TW). This airplane contains some very interesting features, particularly that portion designed to lessen the number of fatal accidents in training. Mr. Roche also designed last year the CO-2, or Corps Observation airplane, of steel tubing, about the Liberty engine. This will be built during the present fiscal year.

The work of this Division in successfully supervising the development of the Packard series of engines is very praiseworthy, as is also the work of the Airplane Section in supervising the experimental construction of the following airplanes:

The Loening Monoplane, which resulted from over three years' careful study by Mr. Grover C. Loening, seems to be a real promising pursuit type. Several modifications have been incorporated in two additional airplanes and a small production order will be made this year. This airplane has some very interesting and unusual features.

The sand test model of the armored pursuit about the 300 h.p. cannon Wright engine has been received and looks like a serious undertaking. It will be remembered that this airplane was designed at this field by Mr. Laddon's group and built by the Aeromarine Company.

The sand test model of the Loening biplane about the 350 h.p. Wright radial air-cooled engine has been received and shows a great deal of intelligent engineering. It is a very interesting pursuit type, and is a great credit to both the Loening Engineering Corporation and to the engineers in this Division who assisted in the criticism and changes in the design.

The sand test model of the Gallaudet day-bombardment airplane about the 700 h.p. "W" engine has arrived at this field and has created a most favorable impression. It is a source of great satisfaction to this Division to see that Mr. Gallaudet and his organization have done what appears at first glance to be an excellent piece of work in the development of this all-metal airplane. It certainly impresses one as a distinct advance in the science. This model has not been sand tested and may require considerable modification.

During the past year we have added to our organization the Balloon and Airship contingent, including two main sections, the Balloon and Airship Section and the Transportation Section.

The equipment Section have continued the development of the multitudinous variety of articles for which they are responsible in a most satisfactory manner. In this connection, the work of Captain Stevens and Lieut. Wade in the White Mountains is mentioned as a most creditable performance on the part of these officers and is another feather in the cap of the Engineering Division. Certainly, this type of thing was never done before and was performed in this case with practically a perfect score.

The earth inductor compass, cloud flying instrument board, non-frosting goggles and radio controlled car are some of the "high lights" in the work of the Equipment Section.

The Armament Section, although practically swamped with projects and deprived of its former chief, Major Hobley, has accomplished many very difficult tasks under the able leadership of Captain Kauch. The perfection of the electrical synchronizer and the 4000 pound bomb rack, the Estoppey Bomb Sight, the Universal bomb hoist and the improvement of the nose of the Martin Bomber to facilitate accurate bombing, are some of the main accomplishments.

The Material Section has handled a great amount of current testing and has convinced the other Sections at the field of its desire to help with their problems, and a very excellent cooperation has been built up.

#### THE VALUE OF ALTITUDE FLYING

In the Christmas issue of "Slipstream", published at McCook Field, Dayton, Ohio, Mr. T. C. McMahon contributes an interesting article on "High Flying", wherein he states that the attainment of great heights with an airplane is no

longer simply a matter of skill and daring on the part of the aviator. The skill necessary has increased many fold, while the hazards encountered by a flight into the chilly heights leaves no doubt as to the courage required in undertaking these perilous journeys. The principal contribution, however, for every 1,000 feet gained in altitude comes from the engineering laboratories.

After recounting the personal experiences of Major R. W. Schroeder in his altitude record flight of February 27, 1920; that of Lieut. J. A. Macready in his record-breaking flight of September 28, 1921, and that of Lieut. Leigh Wade, who on December 8th drove the supercharged Martin Bomber to 25,340 feet, the highest point ever gained with a large 2-engined airplane, Mr. McMahon goes on to say:

"Now, except for the personal glory for the man who breaks the record, of what use is this to aviation? What does it mean in a military sense? How can it benefit commercial aviation? For the military pilot in warfare it is vital. In combat the pilot with a superior climbing plane is almost invincible, and the element of surprise, made possible by the ability of a plane to climb a few thousand feet higher than the enemy, is very disconcerting and demoralizing to the foe. During the progress of the war the ceiling of fighting planes was increased as each new design was brought out, until at the last they had attained a ceiling of eighteen and twenty thousand feet. This is as high as a flyer can safely go without oxygen. In 1918 oxygen was used to a limited extent, but the supercharger development had only started. It has therefore never been used in actual warfare. Imagine two planes of similar characteristics meeting in combat at 20,000 feet altitude. If one is supercharged, the other not, the result is inevitable. The unsupercharged airplane has almost attained its limit, and is floundering about at almost one-third its rated horsepower, and barely maneuverable. The supercharged airplane is fresh, with full power available, and can climb, and maneuver around its unfortunate opponent at will. A single supercharged airplane would dare to attack any number or kind of aircraft that are not similarly equipped, so tremendous is the advantage. He can climb, his speed is increased, he is in absolute control; his adversary cannot climb, his speed has dropped materially, and the plane is very sluggish on controls.

Day bombers can travel to their objectives, at an altitude out of range of anti-aircraft fire, and out of sight of observers.

In commercial aviation the supercharger has great possibilities. It is not outside the bounds of possibility for an airplane to travel from San Francisco to New York in six to eight hours. This may be done by a supercharged airplane, flying at some altitude between twenty and thirty-five thousand feet, and taking advantage of a prevailing trade wind. It is quite possible that this record may be accomplished as a "stunt" in the near future. However, it will not become a commercial habit until the constant pressure cockpit or cabin is perfected, and the trade winds located, measured, and charted. These two things will be a tremendous advantage to commercial aviation. The supercharger is not coming; it is here. The constant pressure cabins will have to follow, for the public could not, and will not stand for the discomfort and sufferings endured by our pioneers. Instruments in the cabins of the future, while flying at 35,000 feet, will register 29.92" Hg. and 75° temperature, and all the comforts of home.

The problem of the man, and his requirements in altitude work is of tremendous importance, and upon its satisfactory solution depends the value of altitude flying to commercial aviation."

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#### ELIMINATING AVERSION OF SOLDIERS TO FOREIGN SERVICE ✓

The Entertainment and Recreation Officer at Mather Field, Mills, Calif., has aroused interest among the soldiers who are scheduled for Philippine assignments by the thoughtful method of obtaining excellent moving pictures - travelogues - showing China, Japan, the Hawaiian and Philippine Islands. Now the men who, at first, were rather averse to foreign service are looking forward to their transfers with great pleasure.

## JAPANESE OFFICERS VISIT MITCHEL FIELD

Colonel M. Fuki, Colonel Y. Arakiki, Major T. Watanabe and Major N. Tanifuji, of the Imperial Japanese Army, were guests of the Commanding Officer of Mitchel Field, Major W. R. Weaver, on January 9th, and made an inspection of the post.

## AIRPLANE SEARCHES FOR DROWNED BODIES

Utilizing the airplane as a means of locating the bodies of persons who have met death by drowning might become a general practice, though it is hoped the occasions which may require such use of the airplane will be rare. After all the efforts of searching parties to locate the bodies of two youths, supposed to have been drowned in a windstorm recently, the Mayor of Corpus Christi, Texas, called on the Commanding Officer of Kelly Field for airplanes to assist in the search. Lieutenants Skanse and McReynolds, of the 8th Squadron, accompanied by Sergeants Fowler and Neilan, as observers, were dispatched with two DH4B airplanes to Corpus Christi, but after two days of low flying over the Bay and sighting nothing except floating debris and a few porpois, Lieut. Skanse returned to Kelly Field. Lieutenant McReynolds, having permission to do so, remained and continued the search. The planes carried several inflated inner tubes in the fuselage in case motor trouble should develop while flying over the water.

The Commanding Officer of Mitchel Field reports the receipt of the following letter on January 11th from the Police Department of New York City:

"I am directed by Special Deputy Police Commissioner, Rodman Wanamaker, to convey to you his high appreciation for the services rendered by you to this Department in having one of your planes make a search yesterday for the bodies of three men drowned in Jamaica Bay. Commissioner Wanamaker also desires to express to your Adjutant, Lieut. Norris, and to Lieut. Barksdale, pilot of the plane making the search, his appreciation of services rendered."

## AIR SERVICE MECHANICS SCHOOL IN FULL SWING

At the present time there are 257 students entered in the various courses of the Air Service Mechanics School at Chanute Field, Rantoul, Ill. The majority of these men were enlisted in the recent recruiting campaign. A total of 511 men are now awaiting instruction, and within a week sixty of these will be placed in school. The remainder will be undergoing instruction within four months.

There are now two foreign officers attached to the school for instruction, viz: Lieut. Guillermo C. Friele of the Army of Ecuador and Lieut. Guillermo Martull of the Army of Cuba. First Lieut. Henry Cooper Zuniga, Air Service, Army of Chile, was graduated from the Officers' course in Engine and Plane Maintenance on January 13, 1922. He is to return to Chile shortly. Lieut. Zuniga has been at Chanute Field for the past four months and has made many army friends during that time.

## FLYING CIRCUS AT CRISSY FIELD

Nose dives vied with 3,000 ft. parachute jumps in a series of spectacular airplane stunts at Crissy Field on Sunday afternoon, January 8th, when fifteen Army aviators thrilled more than 20,000 persons. Staged under the supervision of Major H. H. Arnold, Air Officer of the 9th Corps Area, and Major George H. Brett, Commanding Officer of Crissy Field, the exhibition was one of the most complete aviation performances since the termination of the war. Crissy Field proper and the hills of the Presidio, as well as other points of vantage, presented a colorful mosaic as the thousands of spectators viewed the circus.

"Jinx" Jenkins, an aerial acrobat of moving-picture fame, jumped from one plane to another at a height of 1500 feet, while the crowds below stood spell-bound in amazement. Captain Lowell Yerex piloted the stunt plane. Then came a tug of war between an Army plane and an Army motor truck, with the air machine victor.

The feature of the program was the parachute jump of "Jinx" Jenkins from a plane soaring at 3,000 feet. The parachute, known as the Hardwick "Safety Pack", was designed for Army aviators by Charles Hardwick of San Francisco, a member of the local Air Service Reserve Squadron. Circling high above the field Jenkins was piloted to the 3,000-foot level by Captain Yerex. When over the waters of the bay, off the Marina, the daredevil aviator leaped from the plane, shooting fully 50 feet through the air before the white silk parachute opened. Then the umbrella-shaped parachute gracefully descended while Jenkins did acrobatic stunts on the bar of the chute. A southern wind first took him out further over the waters of the straits, and a lifesaver's motor boat started in pursuit; then, caught in a northerly current of air, the descending parachute came gliding in towards the Presidio and he landed in the waters of the surf.

The meet was under the direction of Ivan R. Gates, and among those who participated were Lieutenants Eugene C. Batten, John W. Benton, B.S. Catlin, W.C. Goldsborough, H.A. Halverson, E. C. Kiel, F. D. Hackett, A. G. Liggett, A.W. Maxwell, Leo F. Post, Robert E. Self and Captain Lowell Yerex and Jinx Jenkins.

A number of the officers and cadets from Mather Field aided Crissy Field in this circus and contributed not a little to its success.

### AERONAUTICAL NEWS FROM OTHER COUNTRIES

#### France.

It is reported that among the extensions planned by French air line companies during the coming year is that by the Compagnie Messageries Aeriennes of their London-Paris service to Marseilles. At present Paris is not linked up by air to the south of France, travelers having to proceed to Toulouse by train. If the new line is established it should make a very considerable reduction in the time taken to get to the Riviera via Marseilles. It will also link up with the Latecoere lines to Morocco.

#### England.

Tests of fuel tanks entered for the Air Ministry competition for safety tanks for aircraft commenced at the Royal Aircraft Establishment, Farnborough, on December 5th, and will continue thereafter on alternate days until the tests have been completed. The object of the competition, for which prizes amounting to £2,000 are being offered, is to obtain, if possible, a tank which will withstand the shock to which it may be subjected in an airplane crash without either bursting or leaking, and thus eliminate almost entirely the possibility of fire in such circumstances, and which will also withstand the effects of enemy action by machine gun and shell fire. Improvements in design and inspection have already practically removed the danger of fire from internal causes during flight, and the satisfactory solution of the present problems will mean further substantial progress. The competition which, owing to its importance, was thrown open to all the world, has brought in 26 entries - 19 from Great Britain, 3 from France, and one each from America, Belgium, Italy and Japan. Three prizes will be awarded, the first being £1,400, the second £400 and the third £200.

To supply a quicker travel service to the winter sports centers of Switzerland, the Lep-Aerial Travel Bureau, Piccadilly-circus, London, announces the opening of a new air line to Lausanne, Lake Geneva. At present, departures are scheduled for Friday, passengers spending the night in Paris and proceeding the following morning. The actual time spent in traveling is about 5½ hours. The fares from London to Lausanne are £14 6s. single and £27 return.

An experiment was recently carried out at Farnborough by the staff of the Royal Aircraft establishment to discover if a parachute would ensure safety to an airplane pilot in the event of a spinning nose dive. A Camel biplane was detached, nose downwards, from an observation balloon at a height of some 2,000 feet, and when half-way to the ground a weight bearing a parachute broke away from the plane. The altitude apparently was not enough, for the parachute did not expand until it had nearly reached the ground, and it landed with some violence. Further experiments are to be tried under slightly different conditions.

## AERONAUTICAL NEWS FROM OTHER COUNTRIES (Cont'd)

### Czechoslovakia.

That the Czechoslovak Republic is taking up the development of aviation very seriously is demonstrated by the success of the Second Czech International Aero Exhibition held at Prague recently under the patronage of the President, Dr. T. G. Masaryk. Although foreign exhibitors participated, these were considerably outnumbered by those of the "Home-grown" variety - in itself a promising sign. It was noticeable also, in respect to the Czech section, that there was a marked general improvement on the exhibits shown at last year's exhibition.

The Exhibition, which was held in the Industrial Palace, was organized by the Czechoslovak Aviation Club, and there was no lack of assistance and encouragement from the Czech Government. In fact, the official aerial policy is very largely responsible for the progress aviation has made during the past few years in this new Republic.

The Aero Aircraft Works of Prague exhibited three machines of the chaser type; three interesting machines were shown by the Avia Works of Prague - semi-cantilever monoplanes, the wings of each type of plane being mounted at the bottom of the fuselage and braced by struts from the top of the latter; the "Avlea" factory exhibited a neat-looking school monoplane, also of the semi-cantilever type but with the wings mounted at the top of the fuselage and braced to the latter from below, and fitted with a 70 h.p. Mercedes engine; a two-seater fighting biplane, the "Sm.2" was exhibited by the Military Aircraft Works of Prague-Cbely. This machine, which is designed by M. Smolik, has a well-streamlined fuselage, apparently of plywood construction, and is fitted with a 260 h.p. Maybach engine. Warren type interplane struts are employed for the wing bracing. - FLIGHT.

### Switzerland.

Announcement has been made that the 1922 Gordon-Bennett Balloon Race will start from Geneva on August 6th instead of September 2nd.

### Argentina.

Major Kingsley has covered 101,500 kilometers in his Airco 4, Rolls Royce motor, of 375 h.p., since his arrival in Argentina. The above distance was covered in 575 hours of flight and always carrying passengers. He made flights to various towns and cities in Argentina.

### Spain.

The Spanish Air Traffic Company of Madrid has bought two Fokker airplanes of the latest type. These will be put into regular service on an air line between Sevilla, Spain, and El Araish (Larache) Morocco. The distance between these points is 170 miles and includes the crossing of the Strait of Gibraltar. This line, which also carries Spanish mails, was recently opened with much ceremony, including a blessing of the machines by the Bishop of Sevilla.

### Portugal.

A cyclone has destroyed all the sheds in the military flying camp outside Lisbon, causing great damage to the Portuguese air fleet. Some airplanes were ruined, including one specially constructed for the flight of two officers between Lisbon and Guinea, Central and East Africa. This cost about £30,000.

## SQUADRON NEWS

Chanute Field, Rantoul, Ill., Dec. 31

Chanute Field and the Air Service Mechanics School, as a result of the addition of about 700 recruits, now presents for the first time in many months an appearance of old times. This school is running at "full blast" and the strength of the field is such as to practically fill all available accommodations.

Lieut. Eubank, the Adjutant, and Lieut. Shovlin, Personnel Adjutant, are spending thirty days' leave in Texas. Lieut. Motley, Executive Officer, has assumed their duties during their absence.

Lieut. Carter, Operations Officer, is leaving for thirty days to be spent in Texas.

Chanute Field has had several welcome additions to the personnel recently, - Lieutenants Adams and Givens with their families from Post Field; Captain Lockwood of the Dental Corps, and Chaplain Geiger, with their families, from Camp Grant.

The regular dinner dances and other dances were called off during the month of December, as all of the time of the personnel was devoted to recruiting. Christmas was not neglected, however, and there was a fine Christmas tree with presents for all of the children on the Post and the children of all civilian employees at the Gymnasium Christmas Eve. A very charming entertainment was put on by these children, who were coached by some of the ladies of the field. Through the efforts of Mr. Wheat, Volunteer Field Director of the American Red Cross, of Rantoul, the soldiers of the Post were presented with sweaters and socks by the Red Cross. At the Christmas Eve entertainment, every man, woman and child, soldier and civilian, connected with the Post, was presented with candy, nuts, apples and oranges. The presents for the children were donated by the Officers' Club; the candy, nuts, apples and oranges by the Post Exchange and the Red Cross.

Mrs. Hickman and son, Fred, the wife and son of Captain Hickman, the Flight Surgeon, are spending the holidays at her home in New York.

Mrs. Spruance, the wife of Lieut. Spruance, is spending the holidays at her home in San Antonio, Texas.

The wife and daughter of Lieut. Adams are spending the holidays with her sister in Cincinnati.

Lieut. Zuniga-Cooper of the Chilean Army, taking the course in the Air Service Mechanics School, is spending the holidays in Chicago.

Chanute Field has been very fortunate in securing as hostess Mrs. Richards, former Hostess at Camp Grant. She fills the place vacated by Miss Wedgewood, who has gone to the Eighth Corps Area as Supervisor of Women's Relations.

Lieut. O. K. Robbins has returned from two months' leave spent in Boston and is now vigorously engaged in recruiting at Peoria.

The New Year is being anticipated with great pleasure, as it is a source of great satisfaction to have in the School gaining valuable experience, a number of students who will eventually take care of the planes of the Air Service.

Hqs. 12th Squadron (Obs.) Fort Bliss, Texas, Jan. 7.

During the past week the Squadron Basketball team opened the season with games with the First Christians and the National Bank teams, two of the fastest teams in El Paso. The squadron team lost both games, but it was said that with a little practice in goal shooting and team work they would be one of the fastest and best teams in this district.

There was one enlistment in the organization during the week, bringing its strength up to 87.

Crissy Field, Presidio of San Francisco, Calif., Dec. 19.

First Lieut. Eugene C. Batten led a formation of five ships to San Jose, Calif., this past week to act as a stimulus to the recruiting campaign for the Reserve Squadron now in progress in that city. First Lieut. Robert E. Self as pilot and Staff Sergeant William L. Klutz, as photographer, of Photo Section No. 15, accompanied the flight for the purpose of taking pictures of San Jose. These pictures will be forwarded to Major Cross, Commanding Officer of the Reserve Squadron, for use in his recruiting campaign.

Crissy Field, Presidio of San Francisco, Calif., Dec. 19, Cont'd.

Classes in Military Law are now being held every Monday and Thursday from 3:30 to 5:30 p.m., under the personal supervision of Major Laurence T. O'Toole, Infantry. Those attending the classes are striving for a high average and consider themselves very fortunate in securing the services of Major O'Toole.

The Crissy Field Basketball team is busily engaged in practicing for games during the coming week with Langley -Michaels Co. and Chanslor-Lyons Co., both members of the Merchants League. A game is also being arranged with the fast Fort McDowell Quintette on next Saturday. According to newspaper reports, it is rumored that the Crissy Field Basketball team will be as popular as the Baseball team during the past season.

The officer personnel at the field has undergone a number of changes during the past week. Major George H. Brett, Commanding Officer, has also assumed command of the Ninety-First Squadron, relieving Captain Lowell H. Smith, who is taking a thirty-day sick leave. Lieut. Emil C. Kiel relieves Captain Lowell H. Smith as Operations Officer, and Lieut. L. F. Post relieves Lieut. Kiel as Squadron Adjutant.

Lieut. L. F. Post, having completed the painting of his quarters, has turned the brushes over to a squad to paint the Mess Hall under his supervision. There was some controversy as to whether the color should be red or green, and in order to eliminate any "Sinn Fein" battles on the post it has been suggested that the red be not above the green.

Recent visitors to the field were Lieutenants H. C. Minter and A.B. Gullette of Mather Field, who report that the organization of the 28th Squadron is nearing completion and that there is much concern as to the officers who will be assigned to this new squadron.

The class in equitation, under the personal direction of Major George H. Brett, will commence on Monday, December 19th. It is hoped that sufficient material will develop in the class to form the nucleus of a polo team.

Lieut. H. A. Halverson, who is a keen enthusiast in golf, was recently the victim of a little parlor game. While practicing an intricate drive on the davenport, the club collided with the upholsterer's art with the result that the club is now up for survey.

Lieut. Warren A. Maxwell recently made a cross-country flight to Green Head, California, where he was the guest of the Green Head Gun Club for luncheon. Lieut. Maxwell was fortunate in having an opportunity to participate in a duck hunt before returning, much to the satisfaction of his many friends at Crissy Field.

Plans are being formulated to properly usher in the New Year in the form of a cabaret and dance, to be held at the Presidio Officers' Club. The ladies of the post are endeavoring to make this a brilliant success and all are looking forward to this dance with much interest.

The annual pistol practice, under the direction of Lieut. E. C. Batten, is to begin this coming week. There are rumors current that expert badges will be worn by many of the personnel.

Among the recent arrivals at the field are Mrs. Frank F. Smith and her daughter, Muriel, of Gloucester, Mass. Mrs. Smith is en route to join her son, Lieut. Leland S. Smith, now on duty at Fort Ruger, Honolulu.

Photo Section No. 15 has been busily engaged this week and completed approximately five thousand prints made from negatives of the various patrol activities during the past season.

Major and Mrs. George H. Brett were the hosts on Friday evening of a very successful buffet supper to the Corps Area Air Officer, Major H. H. Arnold, and Mrs. Arnold, and for the entire commissioned personnel of the field and their wives. A very enjoyable evening was spent, after which the party sojourned to the "Hop" at the Presidio Officers' Club.

Crissy Field, Presidio of San Francisco, Calif., December 28.

Everyone was made happy on Saturday afternoon when Santa Claus arrived to deliver his goods to the Officers and enlisted men of the post, as well as their families. At four o'clock in the afternoon, Santa Claus, in the person of Lieut. Robert E. Selff, arrived in a DeHaviland 4B airplane, piloted by Lieut. Eugene C. Batten, and was greeted by all in a downpour of rain. He then led the way to the Mess Hall, where an attractive Christmas tree was lighted and ready for the



Crissy Field, Presidio of San Francisco, Calif., December 28. (Cont'd)

occasion. While the Crissy Field Orchestra furnished music, Santa busied himself delivering presents to all the children, as well as the ladies and commissioned and enlisted personnel. All pronounced the event a huge success.

On New Year's Eve, at the Presidio Officers' Club, a "49th" Dance is to be given to usher in the New Year. Costumes suitable for the occasion are to be worn, and already much enthusiasm is being shown.

The Crissy Field Basketball team has joined the Presidio League, and a trophy is to be given at the end of the season for the leaders. At the present time Crissy Field looks very much in favor of winning the trophy. This week the team is scheduled to play the Comet Club, and an interesting game is anticipated.

A very pleasant afternoon and evening was spent on Tuesday, when a buffet supper and card party was given by Mrs. William C. Goldsborough in honor of her mother, Mrs. A. B. Strail, and Mrs. George H. Brett, wife of the Commanding Officer. Prizes were given in cards, and at five o'clock a buffet supper was served to all the ladies and officer personnel present. The house was prettily decorated in the holiday colors and berries.

A very attractive menu card for Christmas was made by Photo Section No. 15, which contained many appetizing dishes for the enlisted personnel, as follows: Oyster Cocktail, Olives; Chicken Consomme; Celery; Salted Almonds; Waldorf Salad; Roast Young Turkey; Roast Suckling Pig; Cranberry Sauce; Baked Apples; Mashed Potatoes; Candied Yams; Southern style; Asparagus Tips, drawn butter; Apple Pie; Pumpkin Pie; New England Plum Pudding; Hard Sauce; Brandy Sauce; After Dinner Mints; Cluster Raisins; Assorted Nuts; Apple Cider; Coffee; Cigars; Cigarettes.

Pope Field, Fayetteville, N.C., January 13.

The new year was welcomed in by an excellent dance given on Monday night by the enlisted men. For transportation, the Camp furnished two White reconnaissance busses. The drivers reported that clubs had to be used to keep the Fayetteville damsels from overloading the busses when they discovered that the dance was to be at Pope Field. However that may be, they brought out a goodly array of charming young ladies. The guests were: Sergeant and Mrs. Owensby and Sergeant and Mrs. Epps of the 17th F.A., Sergeant and Mrs. Cottingham, Q.M.C., and Mesdames Fisher, Burns, Elkins, Misses Matthews, Alexander, Jackson, Humphreys, Braffords, Elkins and Hatch of Fayetteville. During the intermission, cake and hot chocolate were served.

Friday night, December 30th, at a dinner given by the officers of Pope Field to the Commanding General, The Adjutant, the commanding officers of the Field Artillery Regiments, and the Commanding Officer of the Field Artillery School, much was accomplished to further the cooperation between the Field Artillery and the Air Service. The Commanding General and the Commanding Officer of the Field Artillery School made an inspection of the field, completing their tour at the Officers' Club, where they were joined by the remainder of the guests. A five course dinner was served. The guests were Brigadier-General Bowley, Major Batson, Camp Adjutant; Major Gruber, commanding officer of the Field Artillery School; Lieut. Colonel Norton, 17th Field Artillery, and Major Bowley, 5th Field Artillery.

Even though the personnel is strictly prohibition when it comes to wining, this does not keep them from dining. As a result of a surplus of Christmas turkey left in the Commissary after the holidays, a second turkey feast was enjoyed last Sunday by the enlisted men.

Army Regulations covering hunting leaves has been taken advantage of by both officers at this field. Lieut. Walthall recently returned from a duck hunting expedition on New River at Jacksonville, N.C. He was the guest of Mr. C. C. Coddington, of Charlotte, N.C., at his summer resort, Onslow Hall, and of Dr. Wylie Moore of Charlotte, at his hunting lodge. Lieut. Gaines hunted birds in Florida with his brother, Professor B. F. Gaines, of Gainesville, Fla. Reports of wild hogs on the Bragg Reservation has led to several camping trips out on the range. So far, nothing more has been caught than cases of Pneumonia.

Kindley Field, Fort Mills, P.I., Nov. 26.

On Thursday the 2nd Squadron (Obs.) celebrated its third Thanksgiving Day in the Islands, although there are but few members in the outfit that were here in 1919. There are several that have seen nearly two years in the Islands. As usual, the squadron put on an excellent dinner, and everyone had plenty. The organization has something to be really thankful for, that is, in the 2½ years it has been in the Philippines there have been no accidents which cost the life of a pilot or passenger.

During the latter part of the week the vicinity of Corregidor was visited by another off season typhoon. All day Friday there was a hard driving rain, and No. 1 typhoon signal was put up in the early morning. On Saturday morning No. 3 typhoon signal was sent to the masthead. The wind finally blew itself out Saturday night. There has been no damage reported.

On Thanksgiving Day the various organizations of this field participated in a Field Meet. The 17th Balloon Company won the Meet by a large margin. A silver cup was the award to the company. Cash prizes were given individual winners.

The Baseball Team of this field is in second place in the Post League. On Sunday, November 20th, the team defeated the Coast Artillery by the score of 12 to 2.

Several of the officers of this station who are ordered to return to the United States in December are taking advantage of their last opportunity to visit points of interest in the Orient and the islands.

Lieuts. John B. Patrick and J. Paul Richter, formerly members of this post, were visitors at this station during the past week.

Thanksgiving Day will long be remembered by members of the 17th Balloon Company. In the morning, under excellent weather conditions for a field meet, the outfit started the ball a rolling by winning it. At one o'clock an excellent dinner was served and greatly enjoyed by all.

During the week the 27th Balloon Company received a picture of the organization as a souvenir. On Thanksgiving Day the company enjoyed a regular dinner with Turkey and all the trimmings, and, needless to say, it was greatly enjoyed. The members wish that these holidays might come oftener.

Hqs. Detachment, 4th Group (Obs.) Paranaque Beach, Manila, P.I. Nov. 26.

Rainy weather throughout the week prevented flying at this field almost entirely. Only two days this week were clear, while on the remaining days rain fell continuously.

Sergeant Conrad L. O'Briant was granted a furlough for one month with permission to visit Southern Luzon and China.

Headquarters Detachment received and assembled a DH4B airplane during the past week. Lieut. Pettis flew the plane through a test flight on Thursday of this week, and after making a few minor changes pronounced it ready for service.

Eight Air Service officers will arrive on the U.S. Army Transport THOMAS to replace eleven officers in this Department who have finished their two year foreign service tour. The officers arriving are: Captains Junius Haughton, Frederick R. Lafferty, Lieutenants Frank M. Bartlett, Harry A. Dinger, Edward H. Guilford, Charles M. Leonard, John I. Moore and George M. Palmer.

Carlstrom Field, Arcadia, Fla., Dec. 31.

Carlstrom Field was saddened by the death of 1st Lieut. Samuel H. Davis and 1st Lieut. William C. Sinclair, which occurred on December 28th as the result of an airplane accident. The cause of the accident has not been determined, as it happened about twelve miles from the field and the plane was entirely consumed by fire and both bodies burned before assistance from the field could reach the scene of the accident. Lieut. Davis reported to this field in September 1921 for a re-fresher course. He completed his training and was assigned to Flight "A" as an instructor and assistant to the engineering officer in charge of machine shops. He was a pilot during the war and served as an instructor at Kelly Field in 1918 and 1919. Upon his discharge from the Army in November, 1919, he went into civilian flying. He took the April regular army examination and came back into the Army as a 2nd Lieutenant

Carlstrom Field, Arcadia, Fla., Dec. 31. (Cont'd)

in August, 1921. Lieut. Sinclair was an Infantry officer detailed in the Air Service. He had completed his flying training and would have graduated in the February class. Lieut. Sinclair's home was in Augustus, Arkansas.

Carlstrom Field has secured Mr. J.A. LaBarge to act as camp entertainer, song leader and director of music and dramatics at the field. Mr. LaBarge is a man of wide experience, having acted in the same capacity at the Great Lakes Training Station, Camp Funston and Camp Meade. The project is being financed by the Carlstrom Field News, a weekly newspaper issued at this post. Mr. LaBarge is to give a number of entertainments, and has already started classes in singing, guitar and banjo playing. It is confidently expected that this project will become a decidedly pleasant feature of the field activities.

A party of Carlstrom Field folks, composed of Major and Mrs. Ralph Royce and son, Captain and Mrs. Thorne, Lieut. and Mrs. Claude, Lieut. and Mrs. Hez McClellan, Captain Clark, Lieutenants Strickland and Shrader and Mr. Nelson spent last week as guests of Mr. and Mrs. M.R. Kellum and enjoyed a cruise down the West Coast of Florida in the Kellum houseboat. Much hunting and fishing was enjoyed, and the party returned Sunday, reporting a most wonderful trip.

Lieut. Hugh A. Bivens returned from a thirty-day leave and was accompanied on the return trip by Mrs. Bivens who, by the way, was the cause of said leave. They were married on December 17th at the Episcopal Church at Sanford, Florida. The bride and groom spent their honeymoon in Miami, Fla., and motored back to Arcadia and Carlstrom. The bride was formerly Miss Norma Herdon of Sanford, Fla.

The following named detailed officers have reported at Carlstrom for duty and pilot training: Major Charles I. Brown; Captain Roderick A. Stamey, Captain Frank S. Mansfield, 1st Lieut. Charles L. Williams, 1st Lieut. William G. Preston, 1st Lieut. Raymond C. Zettel and 2d Lieut. Arnold H. Rich. The above named officers will start training in the January 2nd Class.

Recruiting at Carlstrom has been very brisk during the past few weeks. An average of five recruits per day have been accepted. A great many more applications were made, but only about fifty percent of the applicants are able to pass the required educational tests.

The Officers' Club was the scene of a very delightful New Year's Eve party given the officers and ladies of the field by Mrs. Ryder and Lieut. and Mrs. Fred E. Woodward. Dancing began at nine o'clock and lasted until twelve. A dainty luncheon was served after the dancing.

Captain Benj. F. Giles, Lieut. Victor H. Strahm and Lieut. F. I. Patrick have been declared the champion quail hunters of the field. The above officers went out during the holidays and returned with 116 birds.

Basketball practice has been resumed after the holidays with much enthusiasm, and the players are looking forward to the coming tournament in the Corps Area. The first game will be played with the Doughboys at Camp Benning, Ga., on February 13th.

March Field, Riverside, Calif., Dec. 16.

The past seven days have constituted a large week for the bombing squadron, as far as baseball is concerned, for they made a clean sweep - the enlisted men cinching the baseball uniforms to be turned over by the old E. & R. Dept. by beating the 19th Squadron 5 to 3 in the third game of their series, and the officers' indoor team surprising even themselves by winning 7 to 5. The enlisted men won three straight games in what was to have been a 5-game series.

The bombers had the best of the operations problem this week, covering the four towns twice without being discovered and getting caught but once. The last affair brought out a new nickname for Lieut. Brand, for after being discovered inside of 20 minutes by Lieut. Snow of the Snow-Fry team and herded home, he came out with the alibi that his ship was only hitting on seven cylinders which kept him circling over a possible landing field until his pursuers came up and found him. He was given the merry raspberry by all those hangers on who were watching the problem and dubbed "Seven Cylinder Brand" on the spot.

Lieut. Snow, the new Personnel Adjutant, wishes to announce to the world at large that he has gone into "the hen business", as he puts it.

March Field, Riverside, Calif., Dec. 16. (Cont'd)

Captain George and Lieut. Clark are conducting a wrestling class for officers, during the absence of Lieut. Melin, and are getting quite a few customers among the big fellows. Lieut. Fry has been out a few times, Lieut. Colliver threatens to come out, but so far has been conspicuous by his absence. Lieut. Green came out quite regularly till he hurt his shoulder, but the prize beauty of 'em all is "Tubby" Hart, who weighs somewhere in the neighborhood of 300 pounds.

Mitchel Field, Long Island, N.Y., January 14.

Renewed interest is being taken in Recreational activities of the post. Plans are being perfected to hold bi-monthly dances for the enlisted men; the post library is being improved and enlarged; programs of entertainment by the E. & R. Officer are being augmented in number; boxing contests are being staged on Wednesday of each week; the post chaplain presents an interesting program on Sunday evenings, including moving pictures; a Sunday School has been organized to afford religious instruction to the 25 or more children of Sunday School age on the post; and a mid-week Bible Class for soldiers is in process of organization, giving promise of a large attendance. The post chaplain, who is the organizer and teacher, promises that frequent social good times shall be enjoyed by the class.

War Department orders have been issued transferring Captain Harry M. Smith, Lieut. Roland Birn and Lieut. John P. Roullout to Panama. Their many friends at Mitchel Field regret their departure and will follow their careers with jealous eyes. These officers expect to depart early in February.

Officers newly assigned to Mitchel Field for duty are Major J.W. Jones from Post Field, Capt. F. M. Brady from Post Field, Lieut. Newton Longfellow from Manila, P.I., and Lieut. Fred C. Fishback from Carlstrom Field. Major Jones is assigned to command the 6th Air Park; Captain Brady becomes Adjutant of the post; Lieut. Fishback takes up duty with the 5th Squadron, and Lieut. Longfellow goes to the 24th Squadron and, in addition, is the new E. & R. officer of the post.

Mitchel Field is conducting an extensive recruiting campaign, and numbers of men are applying for enlistment, especially for assignment to organizations slated to go to Panama, namely, the 24th Pursuit Squadron and the 25th Bombardment Squadron. Sixteen men from Long Island, all of exceptionally high caliber, were accepted on Thursday, January 6th. The following day Sergeant Earl W. Hall, of the 25th Squadron, on duty at Jamaica, accepted six men. All of them lived on the same block in Jamaica, had attended school together, and are warm personal friends. In order that they might not be separated, they all joined the 25th Bombardment Squadron which will eventually carry them to Panama.

Recruits upon arrival at Mitchel Field are required to complete a course of military training before taking up duties with their organizations. After bathing and receiving their allowance of clothing, recruits are conducted over the post and shown the locations of important places of activity, such as the Enlisted Men's Club, Post Exchange, Headquarters of the Post, etc. They are then marched to the Recruit Barracks to report to the Officer in Charge of Military Training. No recruit can return to his organization until he has qualified in this school.

On Friday evening, January 6th, the officers and ladies of the post tried their skill on the bowling alleys, and on the following day many sore arms were reported. The medical officers of the post challenged the Air Service officers and were handed a neat but surprised defeat package.

A very enjoyable bridge party was held in the Officers' Club on Tuesday evening, January 10th. After the election of officers, it was decided to meet every first and third Tuesday evenings of each month.

A formal dance was held at the club rooms on Thursday evening, January 12th. Honey Potter's famous Ethiopian Orchestra furnished the music, and the dance was a great success. These dances are held the second and fourth Thursday evenings of each month. All officers, their families and their guests are invited.

Kelly Field, San Antonio, Texas, Dec. 17.

Lieut. Meloy, commanding officer of the 8th Squadron, had a narrow escape on the 14th, when the ship he was flying, one of the XBIA's of the 13th Squadron, crashed, due to the motor failing when in a steep bank. Lieut. Stanton Smith was compelled to make a forced landing the same day while flying an "XB". The plane was slightly damaged in landing by hitting a fence.

Several of the officers of the 3rd Group intend to be present at the hop given at Ellington Field on the 16th, to celebrate the opening of the Club.

Five enlisted men from the 12th Squadron, Fort Bliss, Texas, have reported at Kelly Field for the purpose of taking the examinations required of applicants for cadets. Having been assigned to the 3rd Group by special orders from Headquarters, they were reassigned to the various squadrons. It is their hope, if successful in the tests, to attend the class beginning the early part of the coming year, at Carlstrom Field, Arcadia, Fla.

Captain Hayes and mechanic made a cross country trip to Fort Clark, Texas, on December 10th, and while there attended the football game between Kelly Field and Fort Clark. A slight accident to the landing gear, in landing, delayed the captain's return until the next day. The mechanic made the needed repairs and Captain Hayes took off early in the morning and made the return flight without mishap.

During the past week the 2nd Bombardment Group completed pistol firing on range for those officers and men who did not fire last Spring, with the following results: Expert Pistol shots, 13; Sharpshooters 12; Marksmen 16.

A dance was given by the officers of the 2nd Group on Friday night, December 9th, at the Aviation Club, Kelly Field.

During the week student officers and cadets assigned to the 20th Squadron made a total of 198 flights, as follows:

97 Bombing flights to Camp Stanley, each ship carrying four dummy bombs. Approximately 389 bombs were dropped on the range.

72 practice flights.

8 Cross country flights to Austin, Texas.

21 Test flights.

This organization had an average of 14 DH4B's and one JN4H in commission during the week.

Private Art Springer of the 20th Squadron has obtained a 30-day furlough and is going to Los Angeles, Cal., to fight for the Fly-weight Championship of the Pacific Coast. While stationed at March Field, Springer tried for the championship, but the fight resulted in a draw.

The 49th Squadron, one of the squadrons which represented Kelly Field in the recent bombing maneuvers at Langley Field, Va., has no activity in the flying line of which to boast just at present. It is rumored, however, that they are to receive fifteen Martin Bombing planes about the first of the year, and then it is hoped they will be able to come up to any other squadron for flying time and missions. The personnel of the 49th is now engaged in general fatigue, but are looking forward to the day when they will be able to "Give 'er the gun" and again step forward as one of the best squadrons in the Air Service.

The 96th Squadron has experienced a lull in flying activities since arriving at their permanent station, Kelly Field, upon completion of Project "B". The skilled mechanics from this squadron have been put on duty with the 11th Squadron to hurry the graduation of the present class of student officers who were assigned to Kelly Field for advanced training. This class is expected to graduate this month. After the completion of the present Student Officers class, the 96th Squadron, which is better known as the "Red Devil Bombers", look ahead to its own student officers class, in which the 96th has made and kept its reputation as one of the best organizations in the Air Service. The experience gained at Langley Field will be used in the future to great advantage.

The Tea Dansant, which was to have been given by the Bachelor Officers of the "Attack Group" at the Aviation Club, has been postponed due to Captain Place's extremely serious condition. Captain Place was hurt in a forced landing at this field on the morning of December 20th while flying a DH4B.

An invitation has been extended to all officers and ladies of the field to attend the First Annual Charity Ball to be held at the St. Anthony Hotel on December 20th. Music will be furnished by a 20-piece Military Band. Major General J.L. Hines, the City Mayor, O.B. Black, and Mrs. Ely Hertzberg will deliver speeches on this occasion.

Kelly Field, San Antonio, Texas, Dec. 17. (Cont'd)

The officers and ladies of Camp Stanley have invited the officers and ladies of the field to a dance to be given at Camp Stanley on December 31st.

Kelly Field, San Antonio, Texas, Dec. 24-31.

The 49th and 96th Squadrons will each take over, on January 3rd, two hangars and will be assigned six planes each as a nucleus about which to rebuild their organizations. This will give the 3rd Group four squadrons ready for service operations and future training of student officers and cadets.

Flying activities were practically nil in the 3rd Group during the holidays, several cross country flights constituting the bulk of the operations.

The Kelly Field pigskin warriors were handed an unexpected setback by Government Hill football team, score 7 to 0. Kelly Field players say it was one of the toughest teams they had battled for quite a while. They evened up old scores on Wednesday, Dec. 28th, when they sent the 5th Cavalry down to defeat by the score of 7 to 3. Kelly Field lost the first game to the cavalrymen earlier in the season 13 to 0. Football is washed out until next season.

It is contemplated organizing a squadron basketball tournament to decide the championship team of Kelly Field. A trophy, to be paid for out of the athletic fund, will be awarded the winning team. The Corps Area Basketball League will begin on the First of February.

During the week officers and cadets of the 20th Squadron made a total of 120 flights. This gave a total of 216 flying hours for the personnel and 108 hours for the ships. Fifty of the flights were formation flights for the training of student officers. It may be well worth mentioning that these operations were carried on with only 10 or 12 men working in the hangars and on the line daily. An average of 16 ships were kept in commission during the week.

The 11th Squadron received one new DH4B from the San Antonio Air Intermediate Depot this week. Six planes made cross country flights to Laredo.

On December 21st Lieut. McConnell, pilot, with Lieut. Bertrandias, bomber, were forced down due to motor trouble, while flying in formation over Stockdale, Texas. The plane was wrecked in effecting a landing, caught fire and was completely consumed by flames, the occupants escaping with slight burns and injuries. The flight Surgeon was dispatched to the scene of the wreck in an airplane and the injured returned to the field by the same means.

Ellington Field, Houston, Texas, Dec. 24-31.

In line with the program of making Ellington Field a place to go for recreation instead of a place to go away from, an informal dinner dance was held at the new Officers' Club on Friday night, Dec. 23d. The raw material for dinner was furnished by the duck shooting experts of the post. The ducks are getting on to these mighty hunters lately, and are becoming very wary, and it would not be surprising to shortly find the duck-in-chief looking over the bulletin board to see who signs out. The post husbands are doing most of the shotgun work. After the ducks had been transmitted into more or less greasy and wholly satisfied smiles, the music was served by Mrs. Skeel on the piano, Captain Skeel on the saxafone, and Lieut. Tourtellot all over the banjo-mandolin. Modesty prevents our telling exactly what splendid talent Ellington quietly harbors, but the music certainly saved the chair a lot of work, and really should be used in the hospital as a rheumatism cure.

In the old days when an Indian guide guided, and the child could reach its mother's skirts, and before the maidens thought setting their caps for a chap meant knee caps, Santa Claus used to make his Christmas calls in a sleigh hauled thru the skies by six reindeer. And that was all very lovely, but six horsepower does not impress the modern child who is used to roaring down the asphalt in a 50 horsepower motor car and betting lollypops with Mary-Jane as to the score in pedestrians at the next corner. This year a Santa Claus, who is so modern that he carries a grass stain remover in the hip pocket opposite the vacuum bottle, descended from the skies in a 400 h.p. airplane at noon on Christmas Day and distributed presents to the little ones at the post, the Officers' Club providing the presents.

Ellington Field, Houston, Texas, Dec. 24-31, Cont'd.

Lieut. Sheridan reported with a first class ache in the appendix, and the Surgeon said he'd have to cut that out. Sherry is going to be very careful where he has the next ache, notwithstanding the comptroller's decision. He is flying to the base hospital at San Antonio to give the nurses a treat. Quick, Watson -

The class of student Pursuiters finished their course the week of Dec. 24th by flying the Spad and Fokker, and making the required number of hits out of 500 rounds on the towed target. They will then put on the lady tangle-foot, better known as the silver wings, and they feel so good about it that their instructor has, in a final effort, told them to join the Ku Klux as their last hope.

A Noncommissioned Officers' Club was opened for the Staff Noncoms of the First Group (Pursuit) during the Christmas holidays. On New Year's eve all Staff Noncoms and their families were present at a dance and luncheon to inaugurate the new club house. Before the entertainment started, Major Spatz and Captain Donnelly came in and expressed their best wishes. The building will provide a reading room, restaurant and rooms for visiting Staff Noncoms at Ellington Field.

The new class of students begin training January 15th with six officers now present and four to report from Carlstrom Field.

Lieut. Norwood in a DH4 played Santa Claus to the children at Fort Crockett.

During the week ending Dec. 31st twenty-one cross country flights were authorized, with a total of 45 hours flying. Points of call were Kelly Field, Laredo and Galveston.

The post roads are getting smoother and the girls are getting 25% more mileage out of their rouge than formerly. The bachelors, however, are still buying roadsters.

Mather Field, Mills, Calif., Dec. 19.

The formal dance given by the officers of this command on Friday evening, Dec. 16th, was attended by approximately 80 persons, including many friends from out of town as well as those living in Sacramento. A six-piece orchestra furnished the music; several times during the evening the enlisted men's quartet sang popular selections; punch was served, and at 11:30 a three-course buffet supper. Santa Claus, who distributed horns and fancy masquerade caps at about 10:00 p.m., was the surprise feature of the evening. Captain Charles Kindler (Q.M.) as Santa was the happiest choice, for he entertained and got the assemblage in a happy mood. There were fox trots, one and two steps, a few waltzes, with a final jolly Virginia Reel at 1:30 a.m. bringing the affair to a close. The Officers' Club, decorated with greens and holly, was very attractive and meant much work on the part of the committee, of which Chaplain T. L. Kelley was chairman.

Mrs. Louis M. Field was hostess of the Mather Field Thursday Afternoon Bridge Club last Thursday. She entertained the Misses Edith White and Christine Chrysto, of Sacramento, in addition to the members of the club.

The attendance at the Monday Night Bridge Club for officers and their families, judging from the last meeting, is swelling, and it is gaining in popularity.

Captain Fred I. Eglin and 1st Lieut. E. S. Norby, with their families, arrived from March Field on the 12th. As both families are acquainted with many of the families at this field, their arrival is a particularly happy addition to the command. Captain Eglin has been assigned to the 9th Squadron (Obs.) as commanding officer. Lieut. Norby is also assigned to this squadron, but is temporarily attached to the 28th Squadron (Bomb.) for duty.

Mather Field, Mills, Calif., Dec. 28.

Many small social affairs were given by the officers' families, and a specially arranged celebration for the children of the post was held at the Service Club. With a huge community Christmas tree, decorated by the ladies of the post, and a gift for every child of the command on the tree, Christmas Eve was a very happy occasion. A musical program of appropriate selections added to the Christmas spirit. Lieut. Wm. S. Sullivan in the full regalia of Old Saint Nick, acted as Santa Claus, jingling his bells as he handed out gifts and delighting the little children immensely.

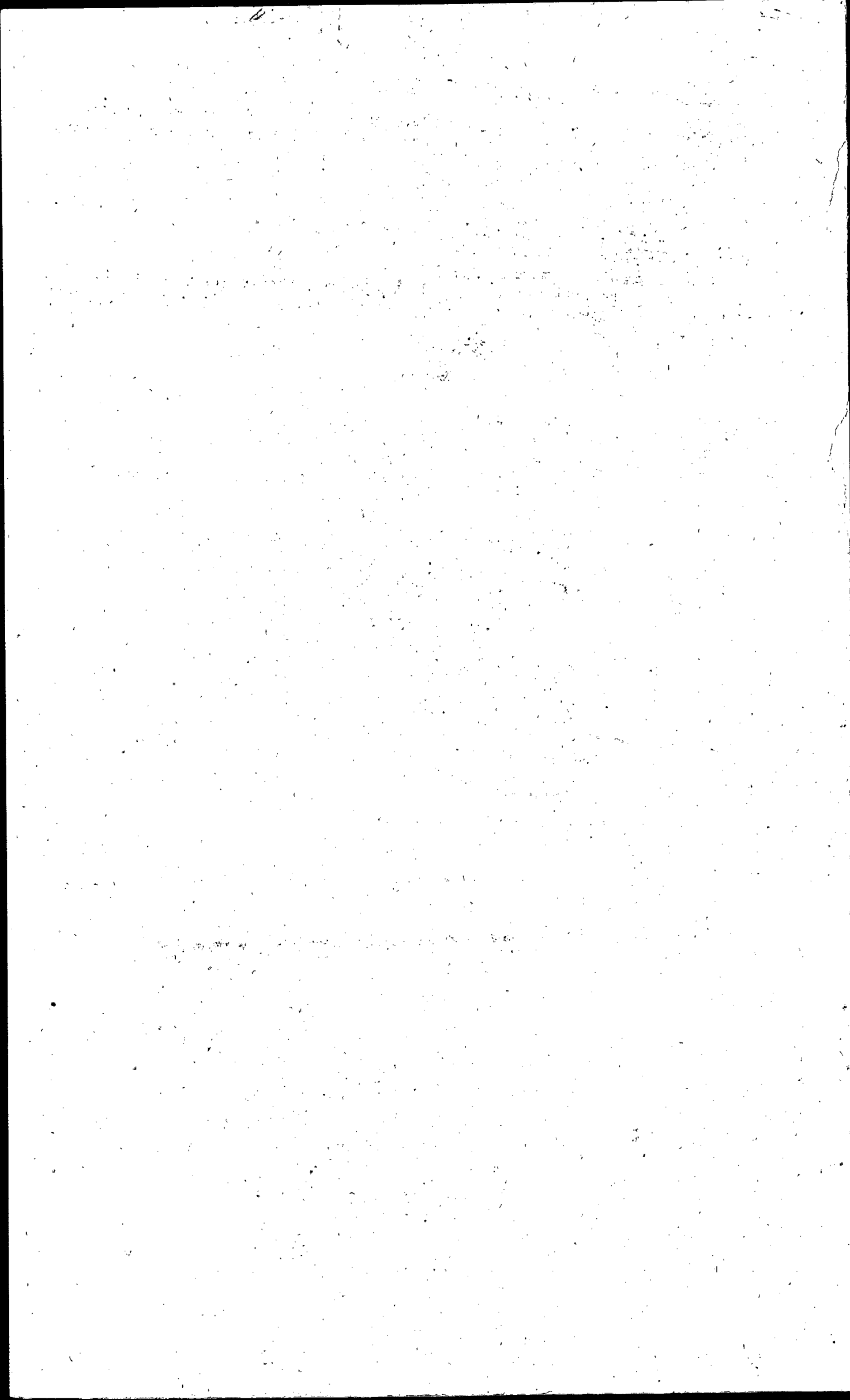
Mather Field, Mills, Calif., Dec. 28, Cont'd.

On account of the continuous heavy rains during the past week, there were no flying activities at the field, the time being profitably spent by everyone in getting ships and other property into good shape.

Lieut. Paul L. Williams, with his wife and little girl, drove to Los Angeles to be with their respective families for Christmas. They took with them as their guest to Southern California Mrs. Maughan, Sr., mother of Lieut. R. L. Maughan, who is spending the winter in California. The party intend motoring back immediately after New Year's Day.

Other members of the command who are visiting the southern part of the State during the holidays are Mrs. E. B. Bayley, who is visiting her family in Hollywood, and Lieut. F. S. Gullet, who is visiting friends near Los Angeles.





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

FOR RELEASE FEBRUARY 18, 1922.

UNITY AND COOPERATION IN AERONAUTICS

A general feeling of optimism with regard to the future of aeronautics in the United States prevailed at the 14th Annual Banquet of the Aero Club of America, which was held on January 9th at the Hotel Commodore in New York City. Hon. Benedict Crowell, President of the Aero Club of America, was the presiding officer, and Charles F. Kettering, toastmaster. The honorary guests were: Rear Admiral W. F. Fullam, U.S.N.; Major-General Mason M. Patrick, Chief of Air Service; Rear Admiral Wm. A. Moffet, U.S.N.; Hon. Fred C. Hicks, Jr.; Captain deLavergne, French Air Attache; Lieut.-Colonel A. Guidoni, Italian Air Attache; Captain St. Clair Streett, A.S.; Captain George W. Hamilton, U.S. M.A., and Captain Eddie Rickenbacker.

After outlining the main purposes of the Aero Club, President Crowell presented for adoption a resolution, recommending immediate and decisive consideration by Congress of Senate Bill 2815, creating a Bureau of Civil Aviation in the Department of Commerce. The resolution was unanimously adopted.

Next in order was the award of trophies and medals for exceptional feats in aviation during the past year. The Medal of Merit of the Aero Club of America was awarded to the following airmen: To Bert Acosta for performing a record of 176 miles an hour in the aviation meet at Omaha, Neb.; to Lieut. John A. Macready, Air Service, for establishing a new world's altitude record of 37,800 feet; and to Messrs. Stinson and Bertaud for establishing an endurance record of 26 hours, 19 minutes and 35 seconds. Lieut. Macready also received the Mackay Army Trophy. The Robert J. Collier trophy, presented annually for the greatest achievement in aviation, was awarded to Mr. Grover C. Loening for his development of the Loening flying yacht, which attained a speed of 135 miles per hour and reached an altitude of 17,500 feet with four passengers. Mr. Loening was also awarded the Wright trophy for the best completed aerial demonstration to or from New York City within eight hours.

Announcement was made that the Pulitzer Trophy Contest will be held in Detroit, starting and finishing at Selfridge Field, located at Mt. Clemens, Mich.

Mr. Charles Jerome Edwards presented a petition addressed to the President of the United States to permit the Army Air Service and the Naval Air Service to participate in events organized by the Aero Club of America. The petition was seconded by General Patrick on behalf of the Army Air Service and by Admiral Moffett on behalf of the Bureau of Aeronautics, Navy Department, and it was unanimously adopted.

Toastmaster Kettering read telegrams from President Harding, the Secretary of War, the Secretary of Navy, Mr. Will Hays; Mr. E. H. Shaughnessy, General Wm. Mitchell, Mr. Orville Wright, and Air Commodore Charlton, British Air Attache, expressing their regret because of their inability to attend the banquet.

Rear Admiral Fullam, the next speaker, after discussing the program of the Arms Conference with regard to limitation on the building of battleships, stated that aviation is no longer an untried theory but a living condition; that the airplane is a tried, trustworthy, safe and valuable means of travel; that it is a commercial necessity now and will become more necessary and more valuable every day from this time on. It is the duty of every Naval officer to study and develop the usefulness of the airplane as a weapon, and in this we must lead the world - not follow. He asserted that the recent bombing tests have proved beyond question that the airplane will be the dominating factor in future wars on land and sea, and that a foreign fleet that does not command the air above itself constantly night and day will be destroyed, disabled or driven off if it comes within 100 miles of our coast, provided the United States supplies itself with a strong air force.

General Patrick's address was as follows:

"It is a pleasure to be here tonight as one of the representatives of the military Air Service, to meet with the members of the Aero Club, to feel that we are all working together towards the same end, and particularly to know that individually and collectively the influence of this Club is being exerted for the advancement of aviation in the United States.

We all know that although the United States gave to the world the heavier-than-air machine, proved that men could fly, we have fallen sadly behind other countries in the development of this means of transportation and communication. This, too, in spite of the fact that the speed with which passengers and freight can be transported by aircraft is greater than by any other means and that the great distances in the United States make this country preeminently a field for the use of this method. While in Europe net works of air routes have been laid out and are being followed daily, in the United States there is scarcely a single commercial air transportation enterprise in operation today. We are lagging sadly behind, supinely watching others explore this new field of human endeavor, and if we do nothing, the consequences will be disastrous.

The military Air Service is keenly interested in this matter for two reasons: first, our pride as citizens of this country makes it exceedingly galling to know that we are not keeping pace with the rest of the world; second, we are gravely concerned to see that the United States is prepared for any emergency which may arise and which may call us again to arms. We see clearly that the permanent military establishment will be utterly inadequate in such a case and that even as it has always been we must rely upon such a reserve of trained men, of material, and of the ability of manufacturers to turn out aircraft in large quantities, in order that we may defend ourselves adequately. This means that unless commercial aviation is developed largely, the very existence of the United States may be at stake.

There are three things absolutely essential in order that such development may take place: First of all, legislation, which will place all flying under centralized federal control, which will insure the competency of those who fly aircraft, and likewise the reliability of the machines which they will operate; second, the establishment of airways the country over, and the installation along them of proper facilities so that travel and transport by aircraft may be rendered reasonably safe; third, the supply of meteorological data properly secured and widely disseminated. I look confidently to the day when these essentials will be provided; when airways will be properly lighted so that at no time will an aircraft be out of sight of some distinguishing mark; when constant pressure, constant temperature cabins may be provided for passengers so that planes may fly at great heights and take advantage of favorable winds; when this means of transportation will largely replace the fast trains now operated between distant points, and that this is not too optimistic is indicated by the published news of an experienced railroad man who recently had an opportunity to see what is being done abroad.

The achievement of such results means hard work on the part of those who believe them worthy of accomplishment; it means daring on the part of those who actually undertake such enterprises; it means a breadth of view, vision, on the part of all who are interested in aviation. And, too, it means that there should be unity of effort, a national effort directed by one strong national association. Just what can the military Air Service do to aid? So far as the Army is concerned we are bending our efforts to training the small regular air force, and at the same time to give a measure of training to the National Guard and to the Organized Reserves. We are encouraging in every way possible the establishment of airdromes for the use of the military forces, and steps have already been taken to try to make these same landing fields available for the use of civil aviation. Along this line we are anxious to go as far as we possibly can to provide facilities for all aircraft, to help map out and establish airways, which would be of importance from a military standpoint, while at the same time they would serve commercial aviation. In other words, we pledge ourselves to do all in our power to advance its development and to assist in making it count in the economic life of our people.

Now, just what has the Army Air Service been doing and what are some of the problems which present themselves? In the year that has passed since your last annual dinner, the Air Service has made great strides. Few things which have ever been done have been the cause of more serious thought on the part of military

men than the bombing tests, which were carried out in 1921, and of which the results were most remarkable. For the actual initiation and conducting of these tests I give all credit to General Mitchell, whose enthusiasm and whose knowledge of what could be accomplished were well borne out by the results obtained. There was gathered together at Langley Field an Air Service organization which was given thorough training, the men in which worked heart and soul to prepare themselves to show just what could be done, and when the time came for them to act, they did not fail. It was demonstrated beyond a doubt that aircraft were capable of putting out of action, or even of destroying, any surface ship which has yet been designed. Of course, the aircraft were not opposed and it is reasonable to assume that the Navies of the world, aware of the threat to their existence, will bend their utmost efforts to finding some means of meeting this menace, but whatever may be done along this line, the development of military aircraft will likewise progress, and it is a conservative statement that aircraft can make our coasts practically immune from attack, either by a naval force or by any expedition which would undertake to land an army anywhere along our extended coast line. Anti-aircraft guns we do not fear, and I believe it will be physically impossible for an enemy to transport to a point near our coast an air force sufficient to secure that supremacy in the air which would enable him to work his will.

The development of the supercharger has been one of the most notable achievements of the Air Service during the year. This has a direct bearing upon the efficacy of bombing operations and has enabled a bombing plane to ascend to great heights. This same device was also employed when Major Schroeder and Lieutenant Macready took their flights to unprecedented heights where they explored the atmosphere far above the point ever before reached by man. Great strides have been made in the improvement of engines and of planes. Much has been done toward the development of the all-metal plane, the plane of the future, and it is intended to carry forward our experimental program, not alone in order that the military Air Service may benefit, but likewise to make available the results of this work so that civil aviation may profit as well.

The Conference in Washington recently considered the advisability of placing limitations upon aircraft to be used in war, but came to the conclusion that any such step would hamper the development of civil aviation as well, and that no man, no body of men, were warranted in placing any obstacles in the way of progress in a new method of transportation and communication which, in itself, by carrying goods from one state to another, by encouraging communication between the peoples of the world, would bring about a better distribution of the world's resources, a closer contact between nations, a better knowledge of the different viewpoints of races and peoples, and thereby of itself diminish the chances of war, because many of the wars of the past have been due to misunderstandings which might thus be entirely removed. Looking, then, into the future we see the military importance of aircraft more thoroughly recognized and the time when this arm of the service will come more fully into its own, when to it will be entrusted missions which it can fulfill and which will show it to be capable of playing a prominent role in making us safe from aggression, no matter from what direction it may come. North and south, east and west, our borders will be linked together by airways and aircraft, carrying passengers and freight will traverse them with safety and dispatch. The economic life of the country will be effected for the better, our own people in the different sections will be made more thoroughly acquainted with each other, all due to the facilities which this new means of transport will provide. This means greater activity, greater prosperity, a greater United States."

Captain Rickenbacker, the next speaker, reviewed the progress of commercial aviation during the past year, dwelling on the efficient manner in which the U.S. Aerial Mail Service was operated, and advocated the adoption of a policy which will remove the construction of aircraft from government-owned and operated factories and place that work in the hands of civilian aircraft builders, in order to maintain the aviation industry and enable manufacturers to become self-supporting.

Rear Admiral Wm. A. Moffett, in charge of the Bureau of Aeronautics, Navy Department, heartily indorsed the sentiments of Admiral Fullam and General Patrick, and assured his auditors that the Bureau of Aeronautics of the Navy would cooperate in every way with the good work of the Aero Club.

The Hon. Fred C. Hicks, M.C., assured his hearers that he would do everything within his power to put the United States in a position of world leadership in aeronautics.

Motion pictures of the bombing experiments and landing of airplanes on the deck of vessels, which were described by Admiral Moffett and Captain St. Clair Streett, were greatly enjoyed.

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#### FLIES TO SCOTT FIELD TO RECEIVE FRENCH DECORATION

Troops at Scott Field, Belleville, Ill., were lined up in dress parade in front of headquarters on the occasion of the presentation of the French Medal d'Honneur to Adam J. Wesley, a farmer residing near Virden, Ill., who was formerly a private in Company A of the 42d Engineers. Having received notification from the War Department that the French Republic had conferred the medal on Wesley, Major Frank M. Kennedy, Commanding Officer of Scott Field, notified Wesley of the honor that awaited him and that he would be taken to the field and back to his home in an airplane. The ex-soldier made the air journey to the field in 35 minutes, Lieut. Wells piloting the plane. In the afternoon, after the medal was pinned on the breast of the recipient by a member of the French Consulate at St. Louis, the soldiers of the field marched in review before him, after which he was taken home via airplane again.

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#### LARGE ARMORED ATTACK TRIPLANE ASSIGNED TO 90TH SQUADRON.

The large armored attack triplane, which has excited so much interest and comment among the members of the 3rd Group (Attack) at Kelly Field, has been assigned to the 90th Squadron. This ship, a design of the Engineering Division at McCook Field and built by the Boeing Airplane Company of Seattle, Washington, is the first of several of these planes to be delivered for the use of the Attack Group. It is especially designed and constructed for the attacking of ground troops. In addition to being armed with machine guns, it carries a small cannon.

The power plant consists of two Liberty 12's set in a steel compartment, located in each wing. All vital parts are similarly protected with armor. The weight of the ship empty (including water) is 7,532 lbs., and with crew, armament, and gas and oil, 9,750 lbs. The weight per horsepower is 11.2, absolute ceiling 11,500 and service ceiling 9,600 feet. The rate of climb is 600 feet per minute. It takes a run of 285 yards before it leaves the ground and rolls 326 yards in landing. The overall span is 65 feet, 6 inches; overall length, 33 feet, 7 inches; overall height, 14 feet, 3 inches. The minimum speed at sea level is 63.6 miles per hour, and the maximum speed 105 miles per hour.

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#### AIRPLANE DRILL AT BOLLING FIELD

The first of a series of monthly airplane drills was held at Bolling Field on Friday, January 20th, the occasion being the monthly inspection of the station by General Bandholtz, Commanding the District of Washington.

The program called for an hour's exhibition and was run off promptly, efficiently, and without a hitch. First on the program was a combat between Lieut. Wolfe in an SE5, who attacked Lieut. Maitland in a Fokker, the latter having just "opened up" on a Martin Bomber which was on its way to Philadelphia; then a radio exhibition by Lieut. Beaton, who read the morning news from his plane through a Magnavox and was told "how and when" to maneuver his ship by voice from the ground. Then came Lieuts. Smith, Boyd and Van Veghten up the Potomac River in a beautiful formation of DH's on a bombing raid over a temporary village erected at the south end of the field. The alarm siren blew, the bombs dropped and the buildings collapsed. Two of them burst into flames. Three SE's took off in a hurry and chased the formation off, separated Lieut. Boyd from the others and drove him to earth. In the meantime, Lieut. Ramey had taken pictures of the fires and the field, including the spectators. They were developed and distributed before the people went home.

### NEW FLYING FIELD AT BIRMINGHAM, ALA.

A formation of seven DH4B planes of the 22nd Squadron (Observation), stationed at the Montgomery Air Intermediate Depot, Montgomery, Ala., flew to Birmingham, Ala., on January 3rd, for the purpose of assisting in the organization of the new National Guard Squadron and in order to increase local interest in aviation. Birmingham, which is eighty-five miles from Montgomery, has completed a 60-acre flying field for the 135th Aero Squadron, Alabama National Guard. The new field is located  $2\frac{1}{2}$  miles northwest of the center of Birmingham, near the Ensley Smelter. The field is marked with a "T", and two hangars are being completed. The 135th Squadron is in command of Major James Meissner, formerly of the 94th Aero Squadron, and one of America's foremost aces. There are 25 other officers now in the squadron, all of whom have been flying officers in the Air Service of the Army, Navy or Marine Corps. The enlisted personnel is also well represented with mechanics who have had experience at Aviation Repair Depots and Air Service Mechanics Schools.

Major Roy S. Brown, commanding officer of the 22nd Squadron, made an interesting address to the officers and enlisted men of the 135th upon the work they had accomplished and the training they would receive in the new squadron. The officers and enlisted men making the flight were entertained at a luncheon given in their honor by the Optimist Club, and those who remained in Birmingham over night were entertained at a dinner at the Country Club, followed by a theatre party.

### INDIANA NATIONAL GUARD SQUADRON IS FORGING AHEAD

The 137th Observation Squadron, Air Service, Indiana National Guard, located at Kokomo, Indiana, has received two new government steel hangars, and a contract to erect them complete, with concrete floors, has been let by the State, erection work to start at once.

This squadron is the first Air Service unit to be Federally recognized in the Fifth Corps Area, and one of the first in the United States. The unit occupies the 100 acre flying field, owned and operated by the Curtiss-Indiana Company, which has one of the largest and best equipped flying fields in this country, being credited with 50,000 miles of flying with their 27 ships in the past year.

The squadron is under the command of Major Wilber M. Fagley, and the officers are nearly all ex-army fliers. The enlisted personnel is composed of men picked from the automobile plants and other factories in Kokomo, and they are particularly well fitted for the various technical duties in connection with an organization of this type. The interest shown in this unit is evident from the fact that the total strength has increased 43% during the last month, bringing the enlisted strength up to 127.

### CAMP NICHOLS, P.I., NOW AN AIR SERVICE STATION

The clearing house for Philippine Scout recruits for years - Camp Nichols, P.I. - has been converted into an Air Service station. The old post has been awakened from its peaceful slumber of contentment, the Air Service troops are policing up the old post, and the interest they take in it is admirable. The Quartermaster Corps is employing a gang of natives to clear so much of the camp that is to be converted into a flying field. Large trees and innumerable clumps of bamboo are being uprooted by means of a steam roller. Filling and grading are being done by means of plows and harrows. When the new field is completed it will be as level as a billiard-table, and will be approachable from all directions. Camp Nichols is located in the suburbs of Manila, and is considered an ideal station.

The field is of an "L" shape, the foot of the "L" being slightly over 500 yards in length and the leg of the "L" something over 650 yards in length. The construction of the field for the \$5,000 which has just been authorized by the War Department will tend to make it one of the most inexpensive fields ever provided for the Air Service. By having this field and also the \$10,000 field to be constructed on Corregidor, all heavier-than-air craft will then be able

to fly between, and land at, all stations. The flying field on Corregidor will not be a school airdrome, but one from which service flying can be very readily carried on.

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#### NEW STABILIZER TO BE TESTED

One of the JN4D training planes at Mather Field, Mills, Calif., was turned over to the Aerial Mail Service on January 12th for the purpose of making experimental flights to test the Converse Stabilizer, a small device which its inventor, who has been working on it for many months, claims will hold the ship longitudinally balanced, regardless of conditions. That part of the stabilizer controlling the ship latitudinally has not been perfected.

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#### NEW COLORS FOR THE AIR SERVICE ✓

Specifications for the Army uniform, recently issued by the War Department, give as the Air Service colors ultra-marine blue piped with golden orange.

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#### GENERAL PATRICK VISITS LANGLEY FIELD

Major General Mason M. Patrick, Chief of Air Service, paid a second visit to Langley Field on January 17th, and spent that day inspecting the giant airship Roma and the machine and aerial repair shops which are a part of the Engineering Department at the heavier-than-air station. The next day he inspected the barracks and quarters of the enlisted personnel. During his visit he was the guest of Colonel and Mrs. Charles H. Danforth. On Tuesday evening there was a reception and dance at the Officers' Club in his honor, which was attended by all the officers and ladies of Langley Field, also many officers from other nearby army posts.

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#### EFFECT OF TROPICAL CLIMATES ON AIRPLANES ✓

In a lecture before the Royal Aeronautical Society (England) Air-Commodore H.R.M. Brooke-Popham, Vice Chairman of the Society, gave an interesting description of the new desert route between Cairo and Baghdad. He also dealt with the various difficulties to be overcome in flying airplanes in tropical climates. He expressed the opinion that machines built, as at present, of wood are satisfactory so long as they are only to be flown in Egypt or Mesopotamia; but when it comes to machines flying regularly between England and these countries metal construction will probably be necessary. Shrinkage of timber as a result of the climate he considered more of a nuisance than a danger, but he thought it desirable that wings should be sent out from England uncovered with fabric, as in any case they have to be stripped on arrival for adjustment of internal fittings. Conditions are a good deal worse in Mesopotamia than Egypt, chiefly owing to the very great changes in temperature and humidity of the atmosphere during the day. In the desert there are sudden changes in the direction of the wind, which are very disturbing. On one occasion, just after midday the wind kept changing from East to North and back again in a few seconds. Two hours later it had completely died down, while five minutes later it was blowing steadily from the West. Wastage in propellers is high, from splitting owing to heat and damage from small stones. Tires were another big item in upkeep, and petrol constituted a heavy expense owing to evaporation and the carelessness of native labor in handling the container. Provided that extra radiators are fitted there does not appear to be much engine trouble specially due to the climate either in Egypt or Mesopotamia.

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#### SAFE FLYING IN FOG ✓

Experiments are being conducted in England to combat one of the airmen's worst enemies - the fog, and, according to the London EVENING NEWS, the very latest idea for flying through fog is a wireless compass which can be set to

any destination. The pilot will grope his way down to the airdrome by an arrangement of intersecting searchlight beams, the height of the point of intersection of the beams above the airdrome being known by the pilot. This is the idea of Sir Arthur Whitten Brown, navigator to the late Sir John Alcock on his transatlantic flight, who states that the wireless compass will be worked by directional wireless, the compass tuning in with a ground wireless station. Thus, if a pilot wants to fly from London to Paris, he sets the compass in tune with the Le Bourget (Paris) wireless station, and then he steers by this compass through the fog - or above it when possible - and he will find himself in due course over the Paris terminal.

In practically all fogs the airplane pilot finds clear weather before 1,000 ft. up, and experiments have recently been conducted successfully at Croydon with an instrument for ascertaining the height of the fog. This instrument is sent up on a small balloon, and on it is a brass ring. As long as the instrument is in the damp fog the ring is held in position, but as soon as it gets above the fog into clear, dry air, the catch holding it contracts and the ring slides down the string. The amount of string paid out is measured, and this gives the height of the fog. It is expected that by next year fog will not in any way interrupt the air liners.

### AERONAUTICAL NEWS FROM OTHER COUNTRIES

#### Japan.

The American Consul at Nagoya, Mr. H.F. Hawley, writes as follows on the progress of aviation in Japan:

"American aircraft manufacturers should follow closely the developments in Japan, as considerable activity along the line of airplane construction indicates an increasing demand for such means of communication and possible opportunities for sale of airplanes.

#### Establishment of Aviation Schools.

The establishment of an aerial training school in Nagoya and the organization of the Lake Aerial Excursion Co. is contemplated by a civilian aviator of Kyoto. The latter is planning a visit to the United States for the purpose of purchasing a 400-horsepower 8-seater plane.

The reopening of a civilian aviation school at Nagoya, which was temporarily closed, is being planned.

#### Manufacture of Airplanes.

The Mitsubishi Motor Co., at Nagoya, has made progress in the work of manufacturing its new type of airplane, and will soon be turning out complete machines. The company's application for permission to establish an aviation field in front of its works at the port has received official sanction.

A trial flight with an experimental airplane completed by these works, in which a 300-horsepower Hispano-Suiza motor was installed, showed satisfactory results. The airplane was constructed after the plan of a British engineer; while the details of construction are kept secret, it is said to be a high-speed fighting plane, to be known as the Mitsubishi type. The company plans to undertake construction of this type of biplane.

Work has been started by the Aichi Tokei Denki Kabushiki Kaisha (Aichi Clock & Electric Machinery Co., Ltd.) on the construction of a factory in the neighborhood of Nagoya to which the works of the company now at Atsuta, will be moved. It is expected that the factory will be completed by the end of 1922. The present works are capable of turning out one airplane a month, of the Yokosho type; the new factory will have a capacity of 50 planes a month. Besides the manufacture of airplanes for military purposes, special attention will be given to the production of large commercial planes.

The Kawasaki Works of Kobe are contemplating the erection of airplane factories in the Gifu Prefecture. Construction was scheduled to be started in November, 1921, and to be completed in the spring of 1922, when 500 workmen will be detached from Kobe to engage in the manufacture of airplanes.



Norway.

The American Consul at Christiania, Mr. Alban G. Snyder, reports that the Naval Hydro-Airplane Factory has recently tried out a new type of monoplane which was begun in March and carries a motor of 225 horsepower. Three other machines of the same type are expected to be finished at the rate of one a month. Monoplane "F52", as it is called, is entirely Norwegian built, carries four passengers, and is adapted for civil as well as for naval flying. It attained a speed of 160 kilometers per hour and rose to an altitude of 1,000 meters within 7 minutes. The same factory has built an airplane to run on skis, which is said to have been very successful.

The army is priding itself on the production of a new type of airplane "F.F.9", which was successfully tested and attained the considerable speed of 135 to 138 kilometers per hour; previous machines have not exceeded 115 kilometers per hour. The landing speed of this new machine, which is the first of a series of 10 and is built by the Army Aero-Factory, is 85 kilometers per hour. Some of the other machines of this series will be fitted with "thick profile" wings.

England.

According to a London newspaper, a new type of wing which is of the utmost importance to aviation, has just been perfected after more than ten years of experimenting. The new wing is built with the object of increasing the lifting power of machines, and the first tests have been satisfactory. An airplane fitted with the new wing, seen from a distance, looks like a huge seagull with wing tips depressed. Instead of two rigid, horizontal straight planes, a single rigid plane is used, which from the center curves outwards and downwards to the tips. No fabric is used in the manufacture of the wing. Its surface is of mahogany veneer, thus making it better able to withstand all kinds of weather.

The biggest electric sign in the world is now operating at the Croydon air station, London. It is shaped like a star and has been constructed to assist belated pilots coming in to land on the airdrome during the winter months. The giant sign, measuring more than a quarter of a mile from point to point, is let into the ground, and over the whole of it has been fixed thick glass, so that the surface is on an exact level with the surrounding ground, and an incoming air express can land with safety on and, if necessary, taxi across the surface of the guiding star. It is illuminated with several thousand electric bulbs. An ingenious arrangement of the switching apparatus enables the direction of the wind to be indicated to night travelers on the skyway. Every night during the winter a letter "L" of huge dimensions will be flashed to the skies, the position of same to be determined by the direction of the wind. The long leg of the "L" will show the airman in which direction the wind is blowing.

France.

The French Air Budget for 1922, as passed by Parliament, totals approximately 436 million francs. The main appropriations are: Minister of War: For Home Squadrons, 214,287,500 francs; Algeria and Tunis 9,936,490 francs; Morocco, 22,173,092 francs; total 246,397,082 francs. Under Secretary of State Department for Aeronautics; 147,219,970 francs, which includes foreign air attaches, 200,000 francs; technical service, 5,400,000 francs; prizes and subsidies for commercial aviation, 45,382,000 francs. Ministry of Marine, 37,318,543 francs; Ministry of Colonies, 4,991,000 francs.

Of considerable interest and importance are the figures now available for the past year's growth of flights and passengers and freight carried. For the full 12 months to December 31, 1921, compared with 1920, the figures are: 1921 - Flights, 4,022; passengers 13,369; goods, 150,309 kilogs.; mails, 3,308. 1920 - Flights, 3,359; passengers 6,850; goods, 120,745 kilogs.; mails, 1,474. For the month of December the figures are: 148 flights (arrivals and departures), 359 passengers, 7,277 kilogs. of freight, and 84 kilogs. of mails. These figures are for the airways in operation between Paris and London; Paris, Brussels and Amsterdam; Paris, Strasbourg, Prague and Warsaw; Paris and Amsterdam; and Paris to Havre.

AERONAUTICAL NEWS FROM OTHER COUNTRIES, Cont'd.

Germany.

Over the Berlin-Auguburg air route, which the Rumpler Co. have been exploiting, the totals for 1921 are given as 1,244 passengers and 3,286 kilogs. of mail carried.

From Berlin it is reported that the Moscow Soviet has approved a draft agreement with a German air line company for a regular service of postal and passenger airplanes between Moscow and Berlin, via Kovno and Konigsberg. It is added that the Lithuanian and Lettish Governments have given their assent to the scheme.

## SQUADRON NEWS

Ellington Field, Houston, Texas, Jan. 14.

Several notables appeared at Ellington Field on Saturday, January 14th, and were given ring side seats for the First Pursuit Group's show. The visiting eyes reached a stage of protrusion which, for a purely masculine show, hung up a record.

The visitors were Assistant Secretary of War Wainwright; General Harbord, Major Lackland, 8th Corps Area Air Officer; and his assistant, Lieut. Duke.

The lusty Pursuit Pilots laid on the counter our choicest wares, all wooly and a field wide. No one present was near sighted, but the cloud punchers took no chances. Modesty interferes greatly with our description of just what kind of flying was served, so let us merely say that the inspecting party went away wondering how this gravity stuff got so much popular prestige after all. They must have thought the pilots turned it on and off with the gasoline. The flying of the nimble-headed and light-fingered gentry of the blue (or vice versa, according to their creditors) was an aerial hash, reincarnating the best of the prides of other days, and served with red pepper.

Secretary Wainwright, as he gazed at the galaxy of gale gallopers, mentioned to the First Group Commander that the flying was nearly as good as that he had seen at Langley Field while the aviators were making the dreadnaughts illustrate the Navy's own historic toast, "Bottoms up". In five minutes the pilots uncorked another brand, and Secretary Wainwright was heard to say that the flying was just as good as he had seen at Langley Field. When the fliers had worn out another five minutes, Secretary Wainwright turned to the Commanding Officer and said that the flying was the best he had ever seen anywhere, and then, of course, the flying had to stop to save the Secretary's reputation as an orator. But what he said was nice, wasn't it? He can come back again.

Without interruption we would merely like to suggest that McCook Field had best look to her laurels -- Our new models....

Now to ye other Air Service stations let us vain First Groupers say, "Come and look - And when ye return, bear in mind the motto of Franklin, 'If at first ....'"

On January 5th the well known heavy bomber, namely, Lieut. Stork, C. B., made a perfect landing in the home of Lieut. Matthews and delivered one beautiful girl baby in perfect working condition, 1922 model. The baby was christened Marjorie Collins Matthews, but the bottle of champagne for the christening could not be found, since the proud father had held a strictly private christening in anticipation a short while before.

The young lady is so very pretty that the bachelors are all figuring out how old they will be when she gets big enough so her daddy will have to purchase a big bull dog for the quarters.

Mitchel Field, L.I., New York, January 21, 1922.

An enlisted men's dance held Friday evening, January 20th, at the Red Cross House was largely attended, and proved a most happy diversion for the men. Mrs. Pearsoll of Port Washington, as chaperon, brought fifteen ladies for the dance. Mrs. Pearsoll has for four years given painstaking service for the enlisted men at Mitchel Field. We feel that we could not get along without her. There were also many attractive girls from Hempstead who attended the dance.

Work has begun on the consolidated mess hall. When completed the seating capacity will be well over 2,000. The National Guard is to train here during the summer, and ample provision for their welfare will have been arranged and completed.

To stimulate efficiency in the post guard, all members of the guard who complete their tour of duty without criticism or fault are given a 24-hour pass. The efficacy of this plan is already made manifest by the best service yet seen at Mitchel Field.

The Officers' Club is being painted. It is already beautifully painted and well furnished within, is undoubtedly one of the nicest and neatest Officers' Club to be seen at any post, and when the finishing touches of its outer adornment are completed, it is believed that the appraisalment of the most fastidious will be satisfied.

Arrangements have been made for the painting of every building on the post. The barracks will be painted white with green trimmings, and the roofs painted red. The hangars are to be painted green, with yellow roofs. The warehouses will be painted grey with red roofs.

Mitchel Field, L.I., New York, January 21, 1922, cont'd.

Eight 6500 watt flood lights have been installed and are now in operation, and eight additional flood lights are in process of installation, the work being done by the Air Parks.

Captain L. C. White, a recent graduate of the Flight Surgeon's School and honor man of his class has been appointed Flight Surgeon at Mitchel Field. Capt. E. F. Sweeney, Q.M.C., for a long time the Post Quartermaster at the field, has been transferred to Boston for duty.

A very enjoyable bridge party was held on Thursday evening, the 19th, at the Officers' Club, Mrs. Abbey and Mrs. Allen acting as hostesses.

Carlstrom Field, Arcadia, Fla., January 11.

The principal event at the field during the week was a formal dance at the Officers' Club on Friday night. A large number of officers, their wives and civilian friends enjoyed the evening, the music furnished by Hartzell's orchestra being excellent. At midnight delicious refreshments of chicken a la King, rolls and olives were served. Lieut. Oscar King, the genial club caterer, deserves much credit for staging the affair.

A pleasant Monday afternoon was spent by the ladies of the post when Mrs. Kenneth McGregor entertained the Ladies' Bridge Club at the Officers' Club. Prizes were won by Mrs. Harmon and Mrs. Ralph Royce.

Lieut. Harold A. Packard, who has been detailed as recruiting officer, will establish his headquarters for a few weeks at Tampa, Fla. He expects to have the enlisted personnel at Carlstrom Field up to full strength within a short time.

Extensive improvements in the post laundry and the installation of some new and up-to-date machinery will make this one of the most modern laundry plants in the entire Corps Area.

The Carlstrom Field News, our weekly newspaper is to have a new editor. Chaplin M. R. Reynolds, editor and general manager for the past year, will be succeeded by Lieut. Russell C. McDonald. Chaplin Reynolds will still be attached to the paper in the capacity of general business manager.

Kelly Field, San Antonio, Texas, January 7.

General John J. Pershing inspected the 2nd Group (Bombardment) on Saturday morning, January 7th. A five-ship formation was sent out to locate and escort the General's train to the station. General Pershing arrived in San Antonio at 7:30 a.m., and after reviewing the 2nd Division at Camp Travis, he and his party arrived at Kelly Field about 10:30 a.m. Upon the completion of the inspection of personnel and hangars, three five-ship formations were sent aloft in honor of the distinguished visitor.

Photo Section No. 2 is the only active Air Service organization representative of this important work in the Eighth Corps Area, and will shortly be one of the best equipped in the United States. Working in conjunction with the Army Engineers of this Corps Area in photographing various projects and sections of the country, it is pioneering a line of work which will eventually prove one of the most important phases of the reconnaissance work of the Air Service and combatant forces of this country. Equipment is now en route which will improve the efficiency of the service and the quality of its work as a whole, as well as reduce to a minimum the cost of material and labor involved. Additional laboratory space has been secured, and upon the installation of the new and improved equipment, this organization anticipates reaching the highest point of efficiency that is possible. The major portion of the personnel of this Section are either graduates of the School of Aerial Photography at Langley Field, or experienced photographic men, all of whom are constantly being instructed in the latest methods of photography.

Lieuts. D. Bingham and H. R. Rivers, from the School of Aerial Photography, and Captain Fickett of the Corps Area Engineers, are diligently pursuing the task of photographing certain projects at hand, but have been seriously handicapped in their work by the recent cloudy weather which has made satisfactory results impossible. Some change in weather conditions is expected, however, within the next few days.

The 11th Squadron resumed operations on Tuesday, January 2nd, after the Christmas and New Year holidays. Lieuts. Hornsby and Holland, Sergeants Johnson

Kelly Field, San Antonio, Texas, January 7, Cont'd.

and Behrman, and Private Poole enjoyed several days' hunt at Bandera during the holidays. Lieut. McIver, accompanied by Private Worsley, made a cross country flight to Laredo on New Year's Day, returning the next day. Lieut. Woodward and Private Ramsey made a cross country flight to Del Rio on Dec. 30th, returning Monday and reporting a very pleasant trip.

Lieut. Willard of the Officers' Reserve Corps, reported for a flight on Tuesday. He is a commercial flyer but says he has to come out occasionally to get a flight in a real ship.

There were no operations by the 20th Squadron during the week. Eight ships were condemned, and the hangar crew is very busy fixing up the rest for the next class of student officers. A squadron Basketball team, with Staff Sergeant Gast as coach, was organized.

Four DH4B planes have been assigned to the 49th Squadron, and it expects to receive four more in the near future from the San Antonio Air Intermediate Depot. Operations are expected to be started within a few days. It is understood that this squadron will participate in the training of student officers and flying cadets detailed to Kelly Field for advanced training in bombardment.

The 96th Squadron resumed operations on January 5th with six DH4B's. It expects to receive more in the near future and will soon be in line with the other active organizations of this field.

Approximately 60% of the members of the 3rd Group (Attack) volunteered to take the inoculation for the prevention of pneumonia. The 13th Squadron has the record, going 100 per cent. No ill effects were experienced by the men other than the ones usually accompanying all "shots". Two of the "shots" being taken during the holidays, the men had plenty of time to recover from whatever ailments they might have complained of. This inoculation is not compulsory but is optional with the individual.

The 26th Squadron, organized the latter part of last fall and only recently recruited to an operative basis, has been detached from the 13th Squadron for rations and now has its own mess. We wonder if some of the old members of the 13th, who transferred to the 26th, do not have their regrets in losing some of Sergeant Pieretag's famous chow. Considering the three feeds the Sergeant has put out since Thanksgiving we should think that some of the new members of the 26th would be highly elated with Army life.

The 13th Squadron plans to organize a basketball team, and rumors are afloat that other squadrons contemplate doing likewise.

1st Lieut. T. H. Chapman reported for duty and advance training as Bombardment pilot on January 7th.

1st Lieut. Fred S. Borum returned from leave of absence and has again assumed command of the 20th Squadron.

1st Lieut. Henry F. Sessions, on temporary duty at this station from Carlstrom Field, Fla., has been permanently assigned to Kelly Field.

2nd Lieut. Willard, A.S.R.C., attached to the 11th Squadron for flying, made one flight during the past week of an hour's duration.

2nd Lieut. Hudson, A.S.R.C., attached to the 49th Squadron for flying, made one flight of an hour's duration in a DH4B on January 5th.

The 2nd Group (Bombardment) flew a total of 33 hours and 15 minutes during the week, with 53 flights to its credit.

Lieut. and Mrs. Harold L. Clark returned from Ardmore, Okla., where they spent the holidays. During Lieut. Clark's absence, Lieut. Edward A. Hillery, of the 96th Squadron (Bomb.) temporarily assumed command.

Captain E. E. W. Duncan, Air Service, has returned from a sixty day leave of absence and has been detailed as Provost Marshal.

Hqrs. 12th Squadron (Obs.) Fort Bliss, Tex., Jan. 14.

The Squadron Basketball team walked off with the game played with the 2nd Machine Gun Battalion, 8th Cavalry, scoring 68 points to 15 of their opponents. Private Fred O. Tyler, as center, starred for the squadron team with a total of 18 field goals.

There were two enlistments and one reenlistment in this organization during the past week.

Air Service Mechanics School, Chanute Field, Rantoul, Ill., Jan. 9

The permanent personnel of the Air Service Mechanics School once more breathes freely. The recruiting drive, on which the entire energy of the school has been concentrated, is over. The officers and men who have been on this duty contemplate their proteges, as they march lustily around the field, with increasing satisfaction. The drive was successful in every way, over seven hundred recruits being enlisted from all sources within one month, bringing the enlisted strength of the field up to 950. Prospects are still arriving at Chanute Field, paying their own expenses, at the rate of 10 to 15 a day. As fast as classes can be made up these men are being placed in school.

The type of men enlisted has thus far been very high. It is estimated that over 3,000 men were interviewed before the 700 who were eventually enlisted were finally selected. Every promise that was made these men regarding the school is being fulfilled. A large part of the enlisting was done upon Chanute Field, where prospects were conducted through the school and given an opportunity to talk to the instructors of various courses and to question students in the courses. The result of this tour was that they were "sold" to the Air Service to a man. It is the universal opinion of every officer who has had any experience with this school that the type of men secured is the best that has ever been attached to this organization for instruction, and that they will form a profitable addition to the Air Service.

Mather Field, Mills, Calif., January 12.

In connection with the advanced training of flying cadets at this station, a formation of 16 DH4B-1 planes left Mather Field Sunday morning, January 8th, to participate in the aerial circus staged at Crissy Field for the benefit of the Air Service Branch of the Army Relief Corps, the Enlisted Men's Fund and the Officers' Club at that field. The trip down was made in loose formation, but upon approaching San Francisco all of the planes closed in, effecting a most presentable spectacle from the ground. After circling the city and Crissy Field, all members of the formation landed and viewed the remainder of the program as spectators. Capt. F. E. Eglin was the formation leader, other pilots from the 9th and 28th Squadrons participating were Lieuts. R. L. Maughan, G. A. McHenry, H. C. Minter, Ned Schramm, and Cadets Hantsche, LeBreton, Draper, Stanton, Graves, Kelly, Lang and Hillman, Staff Sergeant Eckerson, Sergeant Fowler and Corporal Larsen. This command was complimented on both the exceptionally good formation and on the landings made at Crissy Field. The return flight was made next day, both trips were conducted without mishap of any sort.

Lieut. Samuel Carter, after a three months' sick leave spent at his home in Los Angeles, reported back to the field, looking very well, indeed. He says he feels better than he has felt in a long time and is fully capable now of taking up his duties.

Lieut. J. R. Morgan's friends will be glad to know that he has practically recovered from his recent sick spell, which necessitated his remaining in the post hospital for about five weeks. He will spend some time in San Diego to enable him to fully recuperate before being assigned to any post work.

Lieut. P. L. Williams and family, Mrs. Maughan, Sr., Mrs. E. B. Bayley and Lieut. F. S. Gullet, who were away from the post during the holidays, all tell of having had delightful visits with friends and relatives in and around Los Angeles; their ardor was not dampened even by the terrifically heavy rains they all encountered in their motor trips.

March Field, Riverside, Calif., January 11.

Orders have been received transferring Captain Richard J. Kirkpatrick and 1st Lieuts. Carl B. Fry, Milo N. Clark, Harold A. Moore, Oscar L. Rogers, Younger A. Pitts, George W. Snow and Edward H. Wood, of the 19th Squadron, and 1st Lieuts. Henry H. Reilly, Harry F. Colliver, John V. Hart and Orville L. Stephens, of the 23rd Squadron, to the Hawaiian Department. They will proceed to San Francisco in time to sail on the transport leaving on or about February 14th. The fact that only a part of the commissioned personnel of the two squadrons are on this order has caused considerable speculation, on the part of those who are going and those who are not, as to whether the squadrons are to be split up or whether those going on this transport are to be joined later.

March Field, Riverside, Calif., January 11, Cont'd.

by the remainder of the outfits. Considerable esprit de corps has been worked up since the organization of these squadrons, and it is hoped that they will be kept intact.

A thoroughly enjoyable New Year's Eve dance was held in the Service Club on December 31st for the enlisted men of March Field.

Only one indoor baseball game was played last week by the officers of the 19th and 23rd Squadrons, but enough action was crowded in this one contest to make two or three ordinary ones. The 19th was about two runs ahead when the end of the hour arrived, but the game had been so close that Major Peabody suggested that a couple of additional innings be played. At the end of two more innings the score was tied, and two more were played, the 19th finally winning out 23 to 17. The 23rd apparently did all their playing in this one game, for they were snowed under on Monday of this week, the score being 14 to 2. Beginning with Monday of this week, the officers will play on Mondays, Wednesdays and Fridays.

The mess organizations of the 19th and 23rd squadrons served Christmas dinners that placed an undue strain on the belts of all members of these squadrons, the 19th enjoying their spread on December 23rd, and the 23rd feasting the day following. Both squadrons enjoyed a vacation from December 23rd to January 3rd, which gave the waist lines time to return to normal.

Lieut. C. R. Melin arrived in Riverside the day before the Christmas dinner of the 19th Squadron, and attended with Mrs. Melin, who was commissioned on December 16th. Major Peabody, acting as toastmaster, enumerated all of Melin's bad habits, for the benefit of the bride, and then called on the victim for a speech. Melin's embarrassment furnished considerable amusement for the gathered multitude, but he rose nobly to the occasion and told everyone present that they were good fellows and that he liked them all. Lieut. Tonkin was called upon for a few remarks and tapered off by proposing a toast to the bachelors, which included only Lieut. Clark and himself, for Lieut. Smith, the only other bachelor in the 19th, was on leave.

Lieut. Clark was recently observed in a jewelry store looking over solitaire diamonds, so it is presumed that there will soon be only two bachelors in the 19th.

Lieut. N. R. Laughinghouse has received orders transferring him to the 28th Squadron, stationed at Mather Field, Calif. It is rumored that Laughy will take the matrimonial plunge before departing. The ranks of the bachelors at this station are certainly getting thinned out rapidly.

Lieut. H. D. Smith returned from leave January 5th, having visited Wisconsin and Oklahoma. His return unattached cost Capt. George some money, for he had wagered that Smithy would return in harness.

Montgomery Air Intermediate Depot, Montgomery, Ala., January.

Seven planes of the 22nd Squadron flew to Camp Benning to take part with the Infantry School in a demonstration for Assistant Secretary of War Wainwright. A rehearsal of the problem was held on January 10th, and the actual demonstration took place the following morning, being an Infantry battalion in attack as part of a larger body of troops. Live ammunition, machine guns, trench mortars, and Field Artillery were used by the ground forces. The Air Service started the demonstration by flying over the sector in a seven-ship formation, and when over the enemy's sector dropped bombs. The Infantry contact plane later marked out the enemy's position with phosphorus hand bombs, followed by an aerial attack upon the enemy's strong points with machine guns. Messages as to the position of the enemy were given friendly troops by radio and drop messages. The Artillery plane adjusted the fire of the 83rd Field Artillery firing 75's. The problem was a success from the Air Service standpoint. The message center and signal detail of the Infantry troops were not as well trained as in previous demonstration. This fact handicapped the Air Service in the communication work.

The 135th Aero Squadron (Alabama National Guard) which was organized in Birmingham, Ala., was mustered into the service on January 21st by Major H. A. Clagett, Air Officer, 4th Corps Area. It was planned to fly a seven-ship formation to Birmingham on that date. Weather, however, did not permit, and Major Clagett went to Birmingham by rail. Three planes, however, flew a formation to Birmingham the following day, landing upon the airdrome at that station.

Montgomery Air Intermediate Depot, Montgomery, Ala., January, Cont'd.

The 22nd Squadron has now but ten vacancies, and, as a result of the recruiting now being carried on, it is expected that these vacancies will be filled with desirable men during the current month. Recruiting is being done at this station for the Tank Corps, Infantry and Field Artillery at Camp Benning, Ga. Lieut. Jaynes of the Tank Corps of that station has been assisting Lieut. B. A. Coyle, Air Service, the recruiting officer, in filling up the vacancies in the Tank Corps. A large number of very desirable recruits have been enlisted for the Air Service at this station and for assignment at Camp Benning.

On Sunday, January 22nd, a plane from the 22nd Squadron dropped flowers over the funeral of Sergeant E. Vickers, who was killed in December in an airplane accident in Hawaii. Sergeant Vickers was buried by the American Legion, members of which attended in a body. Sergeant Vickers was eighteen years of age, and is survived by his parents, five sisters and three brothers, all of Montgomery, Ala.

The ladies of this post have completed the organization of a branch of Army Relief, all joining and assisting in the work of this worthy organization.

Mrs. H. F. Carlson entertained the ladies of the Bridge Club on January 19th. Despite unpleasant weather, the ladies all expressed themselves as having spent a most enjoyable afternoon.

Major Ralph Royce, the Commanding Officer of Carlstrom Field, visited this station on January 26th, remaining a few days as the guest of Major Fitzmaurice, the commanding officer.

Major Fitzmaurice entertained the officers and ladies at a Bridge Party on January 9th.

The enlisted men of this station have also entered into the social life of the station, and so far this month have two dances to their credit. The Service Club in each instance was decorated in excellent taste, and the refreshments proved an additional incentive to those who attended. The young ladies all expressed themselves as having had an enjoyable time at these affairs, and judging from the enthusiasm displayed by the men in planning the next dance there is no doubt as to their enjoyment of same.

Bolling Field, Anacostia, D.C., January 21.

What might have been a most disastrous fire occurred in the barracks occupied by the 99th Squadron in the early morning hours of January 12th. The overheated flue from the fire in the boiler room ignited the roof, and only the prompt action of the occupants, sentries and the Washington fire department prevented more than the estimated \$4,000 damage.

The most successful dance of the season was given on Thursday, January 19th, in the Recreation Room.

Following the airplane drill on the occasion of the monthly inspection of this station by General Bandholtz, Commanding the District of Washington, the officers present, including General Patrick, Col. Babcock, and many officers on duty in the Office of the Chief of Air Service, were entertained delightfully at tea in the Officers' Club Room, Mrs. Patrick and Mrs. Gillmore being the hostesses.

The motor boat was given its annual overhaul in dry dock last week by Corporal Kristensen, its faithful guardian, and it is now again doing business at the old stand.

Bolling Field boasts of a band, and the show on Friday was featured by its first public appearance. The band performed excellently during the airplane drill earlier in the day. Under the direction of Sergeant O. M. Nord (loaned to us by the Army Music School) this little band of volunteers is performing wonders, and its members are to be congratulated upon the spirit and energy they have shown. If maintained, Bolling Field will soon have a real band in spite of all the obstacles encountered.

Private Fraser of the band picked out a bad day to land in a Virginia mud hole, where a Reserve Officer pilot had taken him in a DH. He missed out on the band's first public appearance, and according to latest reports was progressing sadly and slowly toward home - a passenger in a milk wagon.



Ross Field, Arcadia, Calif., January 14.

Fore ! Pretty soon the little white ball will be seen rolling merrily on over the hills and dales of Ross Field. Major Archie Barry, who superintended the laying out of the new golf course, has announced that it is ready for the players. The course, consisting of the customary nine holes, has been skilfully laid out on the post, and covers the parade ground as well as part of the flying field. The new course is most welcome on account of the fact that the nearest links are about fifteen miles from the post.

The semi-monthly boxing matches were held Thursday evening in the Service Club, the attendance being estimated at about 800. Lieut. J. A. Physioc, Athletic Officer, has succeeded in providing much entertainment for the fight fans who are already asking for one night of boxing each week instead of only twice a month. Many good bouts have been held, and the future gives promise of the Army Balloon School developing some boxers of championship calibre.

Several balloon flights were made during the week, all without excitement and all returning to the post without damage to life or property.

Major George Peabody, accompanied by Captain H. H. George and Lieut. G. W. Snow, flew over from March Field, Calif., in SE5's and spent the day visiting their friends on the post.

Captain Wm. B. Mayer has received orders directing him to report for duty with the 23rd Balloon Company stationed at Fort Sill, Oklahoma.

Lieut. Albert J. Clayton is up and around again after a month of inactivity due to an injury to his foot.

Captain John P. Temple has been ordered to proceed to Fort Sill, Okla., for duty with the balloon company at that station. He has completed the course for Balloon Observers at Ross Field.

Lieut. Harold D. Smith of March Field flew over Wednesday in a Curtiss plane and took up several officers for flights.

The Officers' Club held its usual semi-monthly dance at the Santa Anita Officers' and Enlisted Men's Club. The affair was well attended.

As a farewell compliment to Lieut. and Mrs. George C. Wynne, Q.M.C., Capt. and Mrs. P. D. Moulton entertained with a dinner party on Friday evening. Lieut. and Mrs. Wynne departed Sunday for San Francisco, where they will remain a short time prior to departing for Fort McKinley, P. I.

Repairs to the "D" type airship are gradually being completed, and it is expected that in a short time the ship should be ready for the air.

Chaplain Thomas A. Harkins has supplemented his Sunday evening services with a movie and either vocal or instrumental entertainment. He always has a good attendance, and the soldiers show much interest in his religious work.

On Saturday afternoon Lieut. J. A. Physioc, Post Athletic Officer, took the enlisted men's baseball team over to March Field to play the heavier-than-air men. The Balloonists took the long end of the score - 10 to 3. A return game was arranged for January 21st, and will bring to a close the athletic activities between the two fields, as the squadrons at March Field leave for the Hawaiian Islands on the February transport.

Clark Field, P. I., Dec. 5

Flying time during the week totalled 19 hours and 45 minutes, 26 flights being made.

Lieut. John Blaney flew to this station Wednesday having as his passenger Major Wm. B. Duty, who reported to the Flight Surgeon for examination.

Lieut. R. Baez, Jr., flew to Manila on Friday for the purpose of escorting to this station 1st Lieuts. John I. Moore, Edward H. Guilford and Frank M. Bartlett, new arrivals.

Three trucks with Air Service drivers were dispatched to Fort McKinley with casuals. They returned with 37 enlisted men of the Air Service who were recently transferred from the 17th and 27th Balloon Companies to the 3rd Squadron (Pursuit).

Kindley Field, Fort Mills, P. I., December 3.

The Transport THOMAS, bringing several Air Service officers to this department, docked on Saturday. Four of the newly arrived Air Service officers have been assigned to Kindley Field to relieve the following officers who have completed

Kindley Field, Fort Mills, P. I., December 3, Cont'd.

their tour of foreign service and are to return on the "Thomas": Captains R. G. Ervin and R. F. Cole, and Lieuts. B. R. Dallas, V. Hine, Charles G. Ellicott, E. W. Franklin and N. R. Wood.

Lieut. Charles G. Ellicott returned from a trip to China and Japan and was assigned to duty with the Alert Flight, 2nd Squadron, Paranaque Beach. Major Moreno, the flight surgeon of Kindley Field, has also returned from leave and reported a very pleasant trip.

In a thrilling ten inning game, the Air Service baseball team defeated the 43rd Inf. (PS) by the score of 2 to 1.

According to recent orders from Headquarters Philippine Department, the enlisted men of the 2nd Squadron (Obs.) who have completed their tour of foreign service will not return on the December transport. This order effects about 40 men. The organization is doing routine duty. Recently seven enlisted men reported to the squadron on detached service from the 11th Air Park. They are on duty with the Philippine Air Depot, Kindley Field Branch.

Several enlisted men of the 17th Balloon Company were recently transferred to the 3rd Squadron (Pursuit) at Clark Field and to the 11th Air Park, Camp Nichols.

The 27th Balloon Company lost several enlisted men by transfer to the 3rd Squadron (Pursuit) and the 11th Air Park. Several flights were made in the balloon this week.

Hqs. Det. 4th Group (Obs.) Paranaque Beach, Manila, P.I., Dec. 3.

The breaking of the cam shaft housing and housing cover on his engine just at a time when he was flying over a nipa swamp was the exciting experience of Lieut. Blaney while he was en route to Clark Field. The breakage left an opening in the oil line and left both valves of the cylinder, left two, closed. The pilot, however, was able to make Clark Field after an oil shower bath of about 20 minutes, carrying safely to his destination Major Duty, his passenger, who was journeying to Clark Field to take his physical examination prior to his application for detail to the Air Service.

Major B. Q. Jones, Air Officer, made an inspection of the field on Thursday.

Eight of the nine Air Service officers arriving on the THOMAS are married. One lone bachelor appears to be all that is left in the Air Service at home. Four Air Service bachelors are leaving on the THOMAS, so replacements are three short.

Lieut. Bettis, in charge of the refresher course at this field, turned Lieut. Hine loose on Monday after a couple of hops in a DH. Lieut. Ellicott of the 2nd Sqdn. is under instruction at the present time.

Langley Field, Hampton, Va., January 21.

As a result of the decision of the Post Exchange Council that the building now occupied by the Post Exchange is much too small to accommodate the increased business coming as a result of the recent vigorous recruiting campaign, this building is being very much enlarged by an extension on the front end. It is expected the work will be completed by the first of next month.

Captain Lawson's famous 14th Squadron (Bombardment) entertained the personnel of the post on Wednesday evening with a dance at the Post Service Club. Music was furnished by the orchestra from Fort Monroe, and the matter of refreshments was attended to by Sergeants Mosher and Phelps, and the punch that had no punch was considered delicious by the ladies.

Colonel and Mrs. Danforth entertained all Field officers and wives with a buffet supper at their quarters on Tuesday evening, complimentary to General Patrick, who was their house guest during his stay on the field. This was followed by a reception and dance at the Officers' Club, which was attended by all officers of the field and their families to meet General Patrick.

A very delightful Dansant was held at the Officers' Club on Saturday, the 15th. Parties were given by Major Sherman and Major Milling.

Major John G. Thornell is at the hospital at Fort Monroe, where he underwent an operation on Tuesday. We are glad to say he is as comfortable as can be expected.

Langley Field, Hampton, Va., January 21, Cont'd.

Major Van Kirk has received orders transferring him to Camp Humphreys, Va. The field will be very sorry to see the Major and his family leave.

Major and Mrs. Canady have as their guest Captain Eaker, who recently returned from Manila and is to be stationed at Mitchel Field.

Lieut. Winfield S. Hamlin is absent from the post for ten days, being on recruiting duty in Baltimore and Philadelphia.

Major Westover and Major Reardan have reported at the field to take the Airship Pilot's course.

Crissy Field, Presidio of San Francisco, Calif., Jan. 4.

The 49'ers held sway at the Officers' Club on December 31st, and some did not make their way home until long after the light of day on January 1, 1922. Activities started about seven o'clock p.m. on the 31st with a buffet supper, and from then on - well, they did a lot of things the 49'ers never heard about. The costumes were varied, included among them being the Sheriff, Parson, Chinaman, Indian, Spaniard, Gambler and a few from Hell's Kitchen, to say nothing of an occasional Quaker or Puritan Maid. All agree that it was "some party", and hope for a repetition in the near future.

Members of this command have been enjoying an extended holiday from December 23 to January 3, inclusive. Some took to fishing, while others considered themselves good duck hunters.

The 91st Squadron (Obs.) just completed their annual pistol practice, and a number of the men will sport an addition on their uniforms.

Crissy Field was visited by a real storm the past week, and considerable damage was done about the post. Not a few of the personnel recalled the storm at Gerstner Field in August, 1918, but fortunately it was not even a near repetition, although the wind reached a high velocity.

Ray J. Little, a former Air Service pilot but of late with the Air Mail Service, has tendered his resignation and is to embark on a business venture in Los Angeles. All at Crissy Field wish him luck and success.

Major George H. Brett, commanding officer, Lieut. Warren A. Maxwell, and Colonel Hanna of the Medical Corps enjoyed the holidays as duck hunters. Lieut. H. A. Halverson, Assistant Air Officer, joined the party before its return. An ardent search has been made in regard to the ducks they went after, but without avail.

The Empire State, one of the Pacific's fine craft, recently steamed through the Golden Gate. Among the notables on board were members of the San Francisco Chamber of Commerce, who have been in the Orient for the past few months making a survey of conditions there. Needless to say, Crissy Field ably aided in welcoming their return and making it one to be long remembered.

Two formations each of five DeH4B's met the Empire State at the entrance to Golden Gate and served as an aerial escort until the ship was secure in her dock. A letter from the San Francisco Chamber of Commerce, in this connection addressed to the Commanding Officer of Crissy Field is as follows:

"The Chamber of Commerce desires to take this opportunity of thanking you for the courtesies that you extended and the help you gave in relation to the homecoming of the Empire State. It would have been impossible for the Chamber to properly represent the spirit of San Francisco without the help of those who are in a position to be of service. Please therefore accept our cordial thanks."

Crissy Field, Presidio of San Francisco, Calif., Jan. 11.

The basketball team played two games during the past week, winning one and losing the other, which was very closely contested. First Lieut. William C. Goldsborough, the coach, captain and manager, says that the team will play two league games this coming week - one with the Presidio Team and the other with the well-known Olympic Club of San Francisco.

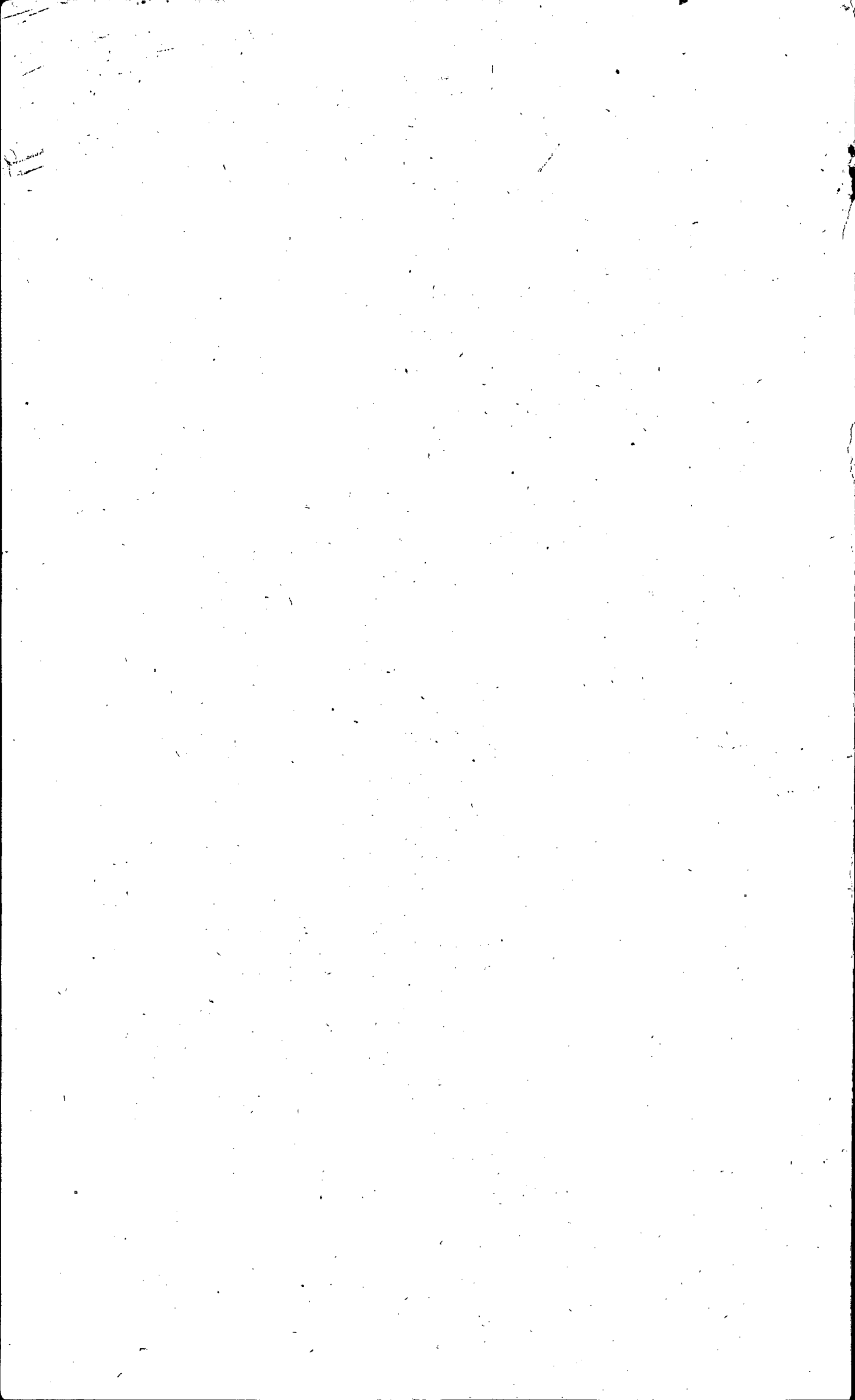
Major B. M. Atkinson, Commanding Officer of Mather Field, and 1st Lieut. Ned Schramm dropped in on us this week to attend a luncheon given by Major Loring Pickering, a former Air Service officer.

Crissy Field, Presidio of San Francisco, Calif., Jan. 11, Cont'd.

Among the recent visitors at the field was 1st Lieut. James T. Cumberpatch from Carlstrom Field, Arcadia, Fla. Lieut. Cumberpatch is enjoying a leave in San Francisco and is in hopes that he too will be fortunate enough to be assigned to Crissy Field.

More ships - Captain Andrew W. Smith, Flight Surgeon, and 1st Lieuts. Frank D. Hackett and John W. Benton recently ferried two DH4B planes and one SE5 to Crissy Field from Rockwell Field.

First Lieut. John R. Glascock, recently assigned to Kelly Field, has been transferred to Crissy Field and will relieve 1st Lieut. Benj. S. Catlin, Jr., as mess officer of the Officers' Mess.



*R. H. C. Candee*

VOL. VI AIR SERVICE NEWS LETTER No. 3  
Information Division Munitions Building,  
Air Service February 20, 1922. Washington, D. C.

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

FOR RELEASE FEBRUARY 21, 1922.

OPERATION OF AIRPLANES OVER FORESTED AREAS.

It cost the government last summer \$128,528.28 to operate airplanes over the forested areas of the States of California, Oregon and Washington, comprising 150,000 square miles, according to a report submitted by the 9th Corps Area Air Officer. The value of the timber protected in this area is estimated at \$625,000,000, making the cost of protection afforded by the airplanes slightly over 2 percent - a very small ratio, especially if the added value of the water sheds and other resources depending upon the forest protection are considered.

Of the total number of 1284 fires reported, 376 were reported by airplane before being reported from any other source. The total number of hours flown during the past fire patrol season was 2,777.17, and the mileage covered totalled 260,211.

As far back as 1912 the use of aircraft for forest patrol has been given consideration as a valuable adjunct, on account of its superior mobility and range of observation. In 1919 the first protective flying activities over forested areas was started, and continued during 1920-21. The lessons learned in the previous years were applied during the 1921 season with gratifying results. Last summer the efficiency of the patrol increased noticeably, due to the experience of the observers in reading the topography of the country. Having acted in the same capacity the summer before and flying over the same territory, the observers had come to know the location of every saw mill and lumber camp, and no longer wasted time in trying to determine the source of smoke rising in spots where they knew smoke logically belonged. They knew the areas where men had received permits to burn brush and did not cause confusion at headquarters by reporting these licensed blazes.

A conception of the values involved in forest protection are made apparent from a letter received from Forester H. S. Graves, wherein he states that of the total forested area of the United States, about 550,000,000 acres, approximately 27% is under government ownership and comprises National Forests, National Parks, Indian Reservations, Military reservations, and unreserved public lands. Lumbering comes next to agriculture among the basic industries of the United States. Its importance is emphasized by the investment of two and one third billion dollars and its employment of over 900,000 men. The estimated value of the timber resources of the United States is more than six billion dollars. Statistics secured for the years 1915-1917, inclusive, indicate that the average damage caused by forest fires annually amounts to approximately ten million dollars. These statistics also show that there are upwards of 28,000 forest fires annually in the United States, and that the average acreage burned over annually is more than eight million acres. The National Forests comprise 150 million acres and contain an estimated stand of timber of six million feet, board measure. A conception of this figure may be had in a measure when it is realized that the average annual cut in timber throughout the United States amounts to forty billion feet.

The operation of the airplane patrol during the past season was considerably handicapped. Due to a deficiency in Quartermaster appropriations, there was a shortage of gasoline and oil, rendering it necessary to temporarily suspend the patrol activities altogether during a period of the greatest fire hazard of the entire season. Inadequate personnel, resulting from the general reduction of the Army and the lack of transportation funds made it impracticable to conduct the patrol to the extent planned, and even under existing conditions the personnel available were worked to the limit to continue the patrol. These difficulties were partly offset by the support and cooperation of the Forestry officials, States and municipalities. The States of Oregon and Washington both appropriated funds

*W.*  
*L.H.C.*

for the purchase of gasoline and oil, and it is estimated that the people of these two States spent approximately \$75,000 in the preparation of landing fields, of which Oregon has, exclusive of small emergency fields, 10, and Washington 7. The number of fields in California totals 33. The Chamber of Commerce of Corning, Calif., provided a field and erected barracks at a cost of about \$2,000. Alturas and Montague, Calif., furnished landing fields. An emergency field was prepared at Orleans in the Klamath Forest, also at Gravelly Valley in the California Forest and Fresno Flats in the Sierras.

The Forestry Service expended last year in connection with the forest patrol for salaries, landing fields, radio, telephones, etc., \$19,450, to which must be added the purchase of 26,000 gallons of aviation gasoline for \$7,670, and the payment of approximately \$1,800 for freight charges on same, making a total expenditure of approximately \$28,920.

The patrol as put into effect covered the principal forests of California, Oregon and Washington, with bases at Eugene and Medford, Oregon; Camp Lewis, Washington; Mather Field, Visalia, Corning and March Field, California.

An elaborate radio system was used with stations at all bases and important points, so that reports sent from airplanes could be checked up without delay and transmitted promptly to proper authority. Daily patrols were carried out regularly as far as weather conditions and supplies permitted, and special patrols were sent out as demanded by special fire hazards due to electrical storms, opening of the deer season, etc.

The Army Air Service utilized two squadrons on this patrol, the 9th and the 91st, comprising a total of 26 officers, 24 flying cadets and 465 enlisted men. There were a total of 25 airplane crashes during the season, resulting in four fatalities.

The following tabulation, showing losses sustained as the result of forest fires from 1917 to 1920, inclusive, forcibly demonstrates the fire hazard in the forested areas and the urgent need of adequate fire patrol measures:

Year	CALIFORNIA		WASHINGTON		OREGON	
	Acres Burned	Loss	Acres Burned	Loss	Acres Burned	Loss
1917	336,948	\$183,477.00	Not available		Not available	
1918	170,275	68,943.00	Not given	\$473,054.00	Not given	\$893,077.
1919*	207,433	97,043.00	Not given	478,670.00	Not given	478,670.
1920	129,798	155,589.00	Not given	336,172.00	Not given	121,000.

\*Aerial forest fire patrol was begun in 1919.

The advertising value of the forest patrol must also be included. The presence of the planes without doubt impressed the people with the efforts that were being made to prevent forest fires and also made them more careful to avoid starting fires. The use of aircraft in actual fighting of forest fires was of special value in that a complete survey could be made of the fire and plans drawn up to best accomplish its control. The element of time in forest fire patrol must be given great weight in cases such as immediately following an electrical storm in which the airplane shows its value in being able to cover in a short time a large area and check up all incipient fires.

In the operation of the patrol of the Coronado National Forest in Arizona, the estimated cost of same for the fiscal year 1922 is given as \$3,010; hours flown 148½; number of fires discovered and accurately located, 7; and the cost in excess of normal flying \$1,647.96.

A larger forest fire patrol project for next season has been worked out in detail and carefully considered, both by the Air Service and Forestry officials. This project contemplates an additional base at Missoula, Mont., and sub-bases at Spokane, Washington; LaGrande, Oregon; Boise, Idaho; Cody, Wyoming; and Helena, Montana. This extension would include a patrol of the principal forested areas of the States of Wyoming, Montana and Idaho. The project involves the utilization of 5 squadrons, 160 officers, 660 enlisted men and 90 airplanes, at a total cost of \$2,641,790.

The report goes on to say that there is apparently no effort being made at the present time on the part of any Governmental department to push the matter of forest patrol for the coming season. The Forestry Bureau has stated that under existing conditions they do not contemplate the use of aircraft but will

confine their efforts and funds to ground observation. The Interior Department plans do not involve use of aircraft in protection of forested areas for which they are responsible. With present funds, equipment and personnel it is impracticable for the Air Service to carry on forest patrol without discontinuance of proper Air Service functions. Any decided pressure brought to bear for an aerial forest patrol will probably come from the private interests of the Northwest, California being excluded, for the reason that the great majority of timber lands in that State is government and not privately owned.

#### SPAD OUTSTRIPS THE SE5.

The First Pursuit Group at Ellington Field reports that two reconstructed Spads have been completed and tested satisfactorily, with a speed considerably in excess of the SE-5. The reconstruction of a sufficient number of these Spads will allow the Pursuit Group to carry on training successfully, pending the release of the MB-3's. The reconstructed Spad referred to is the Spad XIII, in which the 220 Geared Hispano Suiza Engine has been replaced by the 180 h.p. Wright.

#### STATISTICS OF THE RUMPLER AIRLINES IN GERMANY. Translated from Flug Woche, No. 25, Dec. 1921.

The Rumpler Luftverkehr Gesellschaft can look back with pride on their activities ending with the year (October 31, 1921 to Nov. 1, 1921). For their operations they were allowed 16 airplanes by the Allies, in spite of this and all difficulties, they covered 273,451 km. and carried 1669 persons in that period.

The dependability of the service is shown by the fact that the mail line Augsburg-Munich-Nurnberg-Leipzig-Berlin reached a value of 94.8% operating efficiency, which even under favorable peace conditions would be considered very good.

The service on this route, which is the longest official run in Germany, has been carried out regularly since March, 1921. Such flights in themselves are quite a strain on both pilot and plane, the meteorological conditions met with on this route make this even more so. South and north of the Danube the weather conditions are often different, and the pilot consequently is often on that account completely surprised. Only the installation of a complete weather reporting service could overcome this condition and make schedule flights a possibility. The public became more confident because of the safety and regularity of the service, and it occurred frequently that all seats were reserved days and even weeks before the date of departure. Much must of course be done before the service can meet all requirements. Outside of the regular airdromes there must be sufficient available emergency landing fields along the routes; the weather service must be more rapid and must be radio operated, and the public must be further educated by the postal authorities with regard to the possibilities of the service.

The success met with so far allows one to believe that Germany will take a leading place in this line of endeavor in spite of existing difficulties.

#### 1921 Statistics of Augsburg-Berlin route.

Month	BLB km	ALA km	Passengers		Mail		% Flights		Accidents	
			BLB	ALA	BLB	ALA	BLB	ALA	BLB	ALA
March	6,000	17,400	60	57	181	44	98	95	-	-
April	8,700	25,000	14	72	140	245	96.6	95	-	-
May	9,100	26,300	10	83	146	240	95.5	89	-	-
June	9,000	25,172	11	114	245	430	100	98.2	-	-
July	9,300	26,908	16	171	350	882	100	100	-	-
August	8,590	25,058	62	166	55	115	92.5	91.5	-	1 storm
September	8,250	24,027	26	187	227	359	91.6	92	-	-
October	8,550	24,064	40	155	57	110	92.5	90	-	-
<b>Total</b>	<b>67,490</b>	<b>193,929</b>	<b>239</b>	<b>1005</b>	<b>1401</b>	<b>2425</b>	<b>95.8</b>	<b>93.8</b>	<b>-</b>	<b>1</b>

Total distance 261,419 km.; passengers, 1244; mail, 3826 kg.; reliability 94.8%, 1 accident.

BLB - Berlin-Leipzig and return; ALA - Augsburg-Leipzig and return.



In addition to this service the Rumplers made special flights from January to October aggregating 12,122 km., carried 425 persons in 164 flights, and thus reached a total of 273,541 km., carrying 1669 persons.

#### TRIPLANE ASSIGNED TO 90TH SQUADRON

The GAX twin liberty armoured triplane, which some pilots interpret as guns, armour and X the same as in algebra, has been assigned to the 90th Squadron (Attack) and is being flown by pilots of the 3rd Group (Attack). The performance of this attack plane during airdrome hops has been satisfactory. A speed of approximately 106 miles per hour has been attained, and the maneuverability is all that could be expected for a plane of such great weight. The limited gasoline supply (two hours) together with the extensive ground required for landing and taking off, especially in high altitudes, is a serious factor to be considered in connection with the successful operation of this plane from border stations.

#### PROGRESS IN TRAINING STUDENT OFFICERS

New classes in advance training for student officers and cadets are under way at Ellington and Kelly Fields, there being ten pursuit and seven bombardment students enrolled. Airplane Pilot rating has been received by all members of previous classes and many new wings adorn the breasts of recent graduates in recognition of proven ability.

#### RECRUITING RESERVES ON MEXICAN BORDER

Assignment of available reserve Air Service officers has been made in the 90th Division (Organized Reserves) El Paso, Texas. Reserve pilots in this vicinity are preparing to stimulate interest in aviation by recruiting former Air Service mechanics as a nucleus for a live organization to be kept ready for action.

#### NEW ARMORY BUILT IN KOKOMO, IND.

The State of Indiana has leased a new armory in Kokomo, to be used jointly by the 137th Observation Squadron (Air Service) and Battery A of the 181st Field Artillery, Indiana National Guard.

The building is being erected and financed by Mr. D. C. Spraker, a local citizen, on a tract of ground owned by him. The plans and specifications were approved by the Adjutant General of Indiana, and the building when completed, which must be within 120 days, will be leased by the State for a period of ten years. It is to contain offices and orderly rooms for each organization, a large drill floor, locker rooms, showers, kitchen, and dance hall, and garage for the storage of all the Battery's material and parts of the Observation squadron's road equipment. All of the squadron's flying equipment is kept at the field, 2 miles south of the city. The road equipment is kept in town to afford transportation for the men to and from the field.

The construction of the Armory and the two new hangars at the field has awakened much interest in the unit, and many new names have been added to the roster. Much credit is due the Kokomo Chamber of Commerce and the citizens, through whose cooperation it has been possible to maintain two National Guard units in a city of this size.

Kokomo is a city of 35,000 population, 50 miles north of Indianapolis. The flying field is well marked, easily approached, convenient to town, and a welcome is extended to all visiting pilots. Gas, oil and service is available at all times.

## INTERMITTENT FLIGHTS

The advertising slogan of a well-known and widely used "flivver", which has made a certain city in Michigan famous, is "It gets you there and gets you back." In the case of the airplane this slogan may well be amended by adding "quickly" at the end of it. This contribution, submitted to us by an airplane pilot bearing a name highly consistent with his calling - Eagle - is not an airplane romance nor a technical discussion of the airplane, but is in the nature of a diary covering a hurried trip he made from Washington to Miami, Fla., and return, on official business, wherein he embodies in a somewhat disconnected fashion various thoughts or impressions that flitted through his mind both while making preparations for the flight after receiving his orders and during the actual flight itself.

What is desired to be emphasized here is the fact that the official mission on which Captain Eagle was engaged had to be executed with quickness and dispatch, and that the airplane afforded him the best means of carrying out the task set before him, also that said task was successfully accomplished.

Captain Eagle's "dissertation", which winds up rather abruptly, and of which more will appear in a future issue or issues of the NEWS LETTER, is as follows:

"On the 9th of November last I crossed the White House grounds on my way up town. I had just received orders to "proceed by airplane, weather permitting" to certain places. It was also duly noted that I should "return by airplane, weather permitting - otherwise by rail".

We dream some day of sending important items of freight - "otherwise by airplane", - the "Ole Reliable" of transportation.

Well, the White House grounds are once more open to the public, the home fires of publicity burn most colorfully. Over at the north gate a Ford that had been littered in 1914, and made over into a sedan, came grunting in, radiator and hood upturned, like the sput of a berkshire on a coffin. It were unnecessary to say what the Ford contained, and whence. Anybody may now kiss the hand of Majesty - and thus is our democracy reaffirmed. Along the walk in front is a delegation of the "Sons and Daughters of I Will Arise" of some sort - and to the rear some white folks. Maybe we are just what we were last March, except that some folks can't say "We put him where he is".

In two days shall come Armistice Day, and if this be the vanguard what chance have I of a seat 'neath the throne? The next day, down at Langley Field, I saw General Mitchell. He was getting ready to fly back home in a bomber. "Eagle", he queried, "where are you going in the flying ant?" I said something about the East Coast of Florida. "Well, I admire your courage", was his rejoinder. I think that remark of his brought me bad luck. It came to me two days later when my neck had plowed a furrow in the black muck of the Everglades near Miami.

A compass is usually a reliable instrument except when one has to fly by it. Right then one gets ready to divorce it on the ground of infidelity. Beyond Hampton Roads the country is wooded with numerous little streams. They are shown on the map, but many of them are hidden under the branches of trees. I have a friend who once looped a Thomas Morse Scout from off the ground. It was his first flight in one. He strongly asserts that when he got to the top of the loop and started to fall, he got hungry - he fell all forenoon. So, after I had flown four or five days and the clock showed three in the afternoon and I knew I was going at least at right angles to my proper line of flight, I noted an irregular plot of ground cleared, like an island in a sea of trees. It had been plowed and dragged - I could see marks where the team had turned at the ends and so, like a tired, lost birdie, I circled down into the only resting place for miles around. The wheels touched, the little SE hesitated in the sand, then settled back, and stopped alongside the farm house.

I read once where the old Colonel, who had been bilked by Young Wallingford made a remark to this effect: "I was very much surprised to learn the othah day upon reliable authority that youah fathah was a gentleman, suh. Goodday". Well suh, these folks were "right bright". And niggahs! To this moment I can't tell where they all came from. Yessuh, thar's Richmond and thar's Rocky Mount, and thar's Asheville, --perfectly triangulated. I was about two miles off my course and it was afternoon of the same day. I was ready to kiss the hand of my compass. Well, this was an exceptional compass. I knew it had an

honest face and I never would distrust it again. Some folks have told that same story to their wives, and almost believed it, but the wives, discerning souls, never will. I hadn't been in the air ten minutes till I was ready to say like poor old Peter - "Compass save me, or I perish". However, a well known railroad was picked up, and at dusk I could see ahead the lights of Fayetteville. The field is several miles northwest of town. A railroad leads toward it; I flew low in order not to lose my way, when just ahead among the lights a rectangular object appeared. I shut off the motor and dropped down. It was the polo field inside of Camp Bragg. The Officer of the Day told me this; above all, it was insult to Majesty to light there. The field is two miles further on in the woods. Off again, knowing not whither to lay my unwelcome head. I wonder if some day people will be chasing aerial tramps out of their back yards at night?

Armistice Day, and some two hours of flight over farms and woods and hills, till now the swamps point seaward to the smoky water front of Charleston - reminder of several things! Yesterday, I had looked down upon the last battlefield in America of Cornwallis. Here, around a few points of land and some water, were fired the shots that had made possible visits to the White House of free men such as those in the tin sedan - men who may speak, and no man to gag them, not whom have they served, but see what votes have wrought! Meanwhile, the motor hums rhythmically, staccato exhaust forgotten, and the green world slips by. Some landings on various islands above Savannah, till on one appears a huge T rapidly formed out of white cloth by the Marines of Paris Island.

It was a fair enough day as Savannah was passed. Like all cities, its heart counts a comparatively few high buildings, usually at right angles, fringing out in some general direction into tree-bordered homes. An hour of heavy head winds, when a sudden reversal brought about literally the choppiest air I ever rode. At times it seemed as if one were battling the irresistible. I brought the little SE down to one thousand feet, but it seemed little better; besides, there were a hundred miles of trees and swamps, with occasional cleared patches full of stumps, in which a landing meant disaster. Into the calm again just as the sun-reflecting waters of Jacksonville settled below the horizon. And I was hungry, having fallen "all afternoon". There were sandwiches and a bottle of water under the cowling, eaten with due regard for the thoughtful old cook back at Paris Island.

No one could fly down the east coast of Florida without being impressed with two things: the straight shoreline with its one railroad and its one wagon road and the succession of swampy deserts inland. One were tempted to exclaim, "Climate for revenue only". How heavy and warm the air at three thousand feet! Great whitecaps come rolling into the shore for miles out; water - blue, green - and yellow sand for some hundreds of feet out that gives the surf the appearance of muddy water. St. Augustine glides by - another cradle of American civilization - mere palm-lined village.

Into the air again at Daytona Beach, three twenty in the afternoon, and a few less than three hundred miles to go. Long, straight canals disappear in the western haze. Although this is not all shown on the map as the Everglades, the inland is a succession of marsh and swamp southward from Daytona. Two little yachts are racing side by side in the long lagoon beneath, all heeled over, and I wonder how dizzy one might be riding that unsteady mast. My sailor friend probably doesn't trouble to get beyond "Idiot". The sun gradually dissolves in the thick, western haze like a great dying ember. Ahead, in the leaden waters of Miami Bay the causeway guides, I start northwest along the big canal and hunt for the Curtiss ranch where the only landing field is available. Out beyond is the big swamp. Faithful little motor! Till now I had neglected to think of you! Again I say, don't praise your motor too much. I did, and the sky fell, and it rained airplanes, and made of my cracked head an unsatisfactory plowshare."

#### NON STOP FLIGHT COMPETITION IN JAPAN.

The fourth non-stop mail flight, open to civilian aviators, held under the auspices of the Imperial Aviation Society on November 3rd, was participated in by six entrants, only two of whom covering the prescribed distance of 362.5 from Kanazawa and Hiroshima. The planes used were either made in Japan or reconstructed from foreign planes. Neither of the two successful entrants covered the

prescribed distance within the time limit of four hours, the time for the plane finishing first being 4 hours and 10 minutes, and for the second 5 hours and 33 minutes.

#### AIRPLANE MARKINGS IN JAPAN

The mark of recognition for the airplane is a sun in red, displayed at each end of the upper surface of the upper wing and of the under surface of the lower wing, as well as on each side of the body (or on each side of the frame if the machine is of the frame system). The name of the airplane is displayed above the number on the rudder, and the number is displayed in Arabic figures on each side of the rudder, or on each outer side (if there are two or more rudders) and on the under surface of the lower wing with its head to the front.

#### AMERICAN ENDURANCE RECORD IN JEOPARDY.

It appears that France will make an effort to regain the endurance record which she held from June, 1920, until December 29, 1921, on which day Stinson and Bertaud, in an endurance flight over Roosevelt Field, Long Island, N.Y., bettered the mark by 2 hours and 33 seconds. The Farman Airplane factory in France, according to a cablegram received by the American representative of that company, will attempt to eclipse the world's endurance record early in March. The machine to be used, a Farman Coliath, will carry approximately 3 tons of fuel, food for two days, and is expected to remain in the air at least 40 hours.

#### NEW HANGAR FOR AERIAL MAIL AT CRISSY FIELD.

The Aerial Mail Service have moved into their new hangar at Crissy Field, Presidio of San Francisco, Calif., and appear to be very much at home in the new surroundings. Work on the new office building is progressing, and it should be completed in a couple of weeks. The buildings vacated by the Aerial Mail Service have been turned over to the 316th Reserve Squadron (Observation), and they are now busily engaged in making the changes which they desire.

#### PHOTOGRAPHING A STRANDED TRANSPORT.

Considerable excitement prevailed in clear view of Crissy Field recently, when the U.S. Army Transport DIX grounded on Alcatraz Island, which is just opposite the field and on which is located the U.S. Disciplinary Barracks. Photo Section No. 15, in accordance with its tradition, lost little time in getting a most exceptional photograph of the distressed DIX. The photo plane took off and circled the DIX, and within an hour after making a landing the San Francisco papers gave Photo Section No. 15 credit for a picture that adorned the front page.

#### AN OMNIOUS REMINDER.

Crashing an airplane just in front of a funeral procession is an experience that is hardly calculated to soothe the feelings of the luckless aviator, but this was the unique situation which confronted 1st Lieut. Enrique Zuniga Cooper of the Chilean Air Service, attached to the Air Service Mechanics School at Chanute Field, when his cross-country trip to Chicago terminated so abruptly. In landing, Lieut. Cooper discovered that the field was slightly smaller than he had at first calculated and, as a result, the plane rolled blithely on into a nest of tree stumps on the bank of the river which forms the eastern border of the Checkerboard Field. Here, thanks to the roughness of the terrain and the close proximity of a bridge, it stopped, saving the pilot and mechanic from a disagreeable wetting. It did not add to the good

nature of either the pilot or mechanic to find that a funeral procession, which was wending its way slowly across the very bridge that had served to keep them dry, had halted, and that one member of the procession, presumably the enterprising undertaker, was coming speedily toward the DeHaviland, which had scattered itself over several acres of territory. Neither the pilot nor passenger - Sgt. Paul S. Baer, were injured, so the funeral procession went about their business. Lieut. Cooper has since then made many vows that hereafter he will confine his landings strictly to the authorized limits of the field.

#### FLIGHT SURGEONS GRADUATE AT MITCHEL FIELD.

The School for Flight Surgeons at the Medical Research Laboratory, Mitchel Field, completed the first session of the year on January 21, 1922. Graduating exercises were held at the school at 11:00 a.m. on that day. Dr. Edward C. Schneider, director of the department of Physiology, and one of the pioneer workers in aviation medicine, addressed the class and guests on the history of aviation medicine. Major W. R. Weaver, Commanding Officer of Mitchel Field, also delivered an address and presented the class with their certificates. Major L. H. Bauer, the Commandant of the School, spoke briefly, and then presented the other speakers. The graduates were: Captain Lyle C. White, honor graduate, Captain Luther H. Kice, Captain Shores E. Clinard, Captain Bernard L. Jarman and Major Cadmus J. Baker. Following the exercises the Commandant and the Academic Board gave a luncheon at the Officers' Club for the graduating class and guests.

The Academic Board consists of Major L.H. Bauer, Major Lloyd E. Tefft, Major R.F. Longacre, Captain John B. Powers, Dr. Edward C. Schneider, Miss Barbara V. Deyo and Miss Dorothy Truesdale.

#### JAPANESE OFFICERS EXPRESS APPRECIATION.

The recent visit to Mitchel Field of Japanese Officers of the Imperial Japanese Army brought about the following letter of appreciation from the Imperial Japanese Embassy at Washington: "Relative to the visit on or about the 9th instant (January 9th) of Colonel Y. Aramski, Colonel M. Fuke, Major T. Watanabe and Major N. Tanifuji to the Mitchel Flying Field at Mineola, L.I., I have the pleasure of expressing my high appreciation of the favors and facilities bestowed upon them by the Commandant, Major Weaver, and his able Lieutenant, Lieut. C.E. Crumrine, by which my officers were enabled to retain very pleasant recollections of an instructive and enjoyable visit."

#### WATER SOFTENING PLANT ERECTED AT CARLSTROM FIELD.

A water softening plant was received and erected at Carlstrom Field, near the oil reclamation plant, and water therefrom is piped to three different points on the line. The necessity for this plant was felt on account of the nature of the water available at this station for use in airplane radiators. Considerable trouble with radiators has been experienced, due to the corrosive effects of the water.

#### AIR TOURNAMENT AT CARLSTROM FIELD.

Permission has been received at Carlstrom Field, Arcadia, Fla., for a big air tournament, and the date selected for this event is February 24th and 25th. The program will consist of combat flying in Nieuports and Spads, formation flying in DH4B's and Curtiss planes, also races between different types of ships. The world famous aviator, Mr. Art Smith, will put on an act with smoke bombs, and is scheduled for night flying with fireworks on his ship. In addition to the aerial exhibition, there will be parades and field inspections by the commanding officer. Everything is being done to make the tournament a success in every particular. It is expected that representatives of the State government will be present, as special invitations are to be sent to the Governor and other State officials.

## CHANGES IN AERIAL MAIL SERVICE PERSONNEL.

The following changes in personnel have taken place at the Air Mail Office at Crissy Field: Mr. G.H. Colwell has resigned as Superintendent of the Western Division of the Air Mail and has been succeeded by Mr. C.A. Nelson, who has for some time past been Field Manager at the Salt Lake Field, as well as Assistant Superintendent of the Western Division. With this change Mr. Nelson has decided to move the headquarters from Crissy Field to the Salt Lake Field. The new assistant Superintendent, Mr. W.E. LaFollette, will be stationed at Crissy Field.

Mr. Newton B. Converse, a former aviation mechanic at Mather Field, has also resigned his position with the Air Mail Service, and will be succeeded by Mr. Porter D. Bush, a former Air Mail Service employe at the Chicago Field.

## AERONAUTICAL NEWS FROM OTHER COUNTRIES.

### England.

Commercial pilots will soon be furnished with up-to-the-minute weather reports and will thus have a knowledge of atmospheric conditions ahead of them. Wind direction and speed, visibility and cloud height are all to be faithfully reported, the information to be laid out in big white letters on airdromes so that pilots of air expresses as well as the passengers can see at a glance what the weather is along the airways.

A correspondent of the London Evening News states that the very latest notion for the easy handling of commercial aircraft is to have the nosepiece, which includes the engine, all made in one piece, so that it can be taken off in a few minutes and another put on. Thus, if trouble in the engine develops, it will not detain the whole machine, as by undoing four bolts the troublesome engine can be removed and a new one put on immediately. The idea is being used on all the DeHaviland aircraft which are being prepared for next year's air lines.

The report of the Director of Medical Services, Col. M.H.G. Fell, Royal Air Force, for 1920 gives the number of flying accidents during the year as 71, of which number 39 occurred in the United Kingdom and 32 overseas, resulting in 14 deaths at home and 15 overseas. There was only one accident among the cadets, which was not of a serious nature, and a single death occurred amongst the N.C.O. observers.

### France.

Two French airmen, MM. Deulin and de Marmier, have brilliantly mapped out the Paris-Constantinople air route by their initial flight out and back in 35 hours of actual flying. After leaving Paris they made long halts at Strasbourg, Prague, Budapest, Belgrade and Bukarest. The distance of 1,770 miles from Paris to Constantinople was covered in 17 hours of effective flight. The return journey from Constantinople to Paris was made in 18 hours of actual flight.

### Italy.

The Italian publication The Matin reports the invention in Italy of a dirigible carrying 90 passengers and a crew of 23. Instead of employing ordinary gases, the ship is enabled to rise by the rarefaction of the air itself within the machine. The machine was built of duralumin, the lightest kind of metal, and consists of a series of concentric chambers, enabling the air to be rarefied in each to such an extent that it becomes lighter than the air outside and the machine is enabled to rise. The process is carried on by machinery connected with motors, and can be varied so as to enable the ship to rise or fall and move at varied speeds.

### Denmark.

A London newspaper states that the Danish Air Traffic Co. has now completed its arrangements, in connection with a Dutch concern, for regular air traffic between Copenhagen and London, via Rotterdam. The service will open

Denmark (Cont'd)

on May 1, subject to a State subvention being received towards the 500,000 kroner which it is estimated will be the cost of the service for one year.

Brazil.

According to a correspondent of the LONDON TIMES, the President of Brazil has given his assent to an Act authorizing the expenditure of over L235,000 for the establishment of two aerial routes between the capital and Porto Alegre (in Rio Grande Do Sul). The one route, which is for hydroplanes, will follow the coast, while the other will be inland, following the railways where possible. The routes are to be inaugurated before the opening of the Centennial Exhibition next September. Their primary object is military defense, but the routes may be used for commerce, with the Government's consent. Wireless telephone and telegraph stations with a range of 300 miles are to be established at convenient points at a minimum distance of 190 miles apart, and at the terminal points there will be powerful plants capable of direct intercommunication. Modern meteorological stations are also included in the scheme.

Switzerland.

The Swiss Government has decided to increase the financial help that it is giving to civil aviation, and is prepared to assist in the establishment next year of a Swiss air mail to connect with international services. In the budget for 1922 the program for subsidizing civil aviation contemplates the increase of the military grant for each service pilot from 200 francs to 400 francs, also provision for grants in aid to enable civil aviation concerns to buy modern transport machines.

Syria.

A new air service has been instituted in Syria between Latakia and Homs. Two journeys each way are, according to the Paris TEMPS, made per week, as on the similar services between Aleppo and Deir-Zor, Aleppo and Aintab, and Aleppo and Alexandretta. Services are also to be opened between Damascus and Palmyra and Damascus and Soweida (Hauran). A number of packages were carried on the Levant services, and in November, 31 wounded or sick were evacuated by airplane without accident.

Siam.

During his "round-the-world" journeying, Lord Northcliffe made a stay at Bangkok, and on December 23rd he visited the airdrome at Don Muaung, where Sir Ross Smith alighted during his Australian flight in 1919. The London TIMES correspondent states that Lord Northcliffe was surprised to find the air station equal to most of those in Europe. Siam, he states, has 25 landing places and five airdromes. At Don Muaung there are 115 planes, including school machines and a staff of 650 men.

Portugal.

The Companhia Portugueza de Navegacao Aeria, it is reported, intends to open a regular air service between Lisbon and Paris shortly, with intermediary landings at Castello-Branco, Valladolid and Bordeaux. The Portuguese Government has, it is stated, placed the main airdromes and various intermediary landing grounds on Portuguese territory at the disposal of the company gratis, and has promised that these grounds shall pass into the possession of the company in five years' time. The working capital of the undertaking is stated to be two million escudos. The following lines are projected: Lisbon-Sines-Faro, Lisbon-Panpilhosa-Oporto, Lisbon-Portalegre-Madrid.

AERONAUTICAL NEWS FROM OTHER COUNTRIES (CONT'D)

Poland.

The Polish airplane industry, which dates back to 1912, was interrupted in its development by the war. Recently, however, an airplane plant established in Lublin has again produced a number of machines modeled on the lines of the Balillo type developed in Italy. This type has been chosen because it is constructed almost entirely of wood - a prerequisite for Polish airplane production, since the metal industry there is not so well developed as in other countries. The machines built in Lublin are of the scout class, supposed to attain a speed of about 200 kilometers an hour, and rising to a height of 5,000 meters in 17 minutes. The motor is of the S.P.A. type, 6-cylinder, 220 h.p. at 1,600 revolutions, and consuming about 48 kilograms of fuel and 3 kilograms of oil in one hour. The rudder, which is operated by the foot, is also of wood and covered with fabric.

Argentina.

A call for bids has been received from the Argentine Director General of Navigation and Ports for 4 hydroplanes, with two extra motors, spare parts, etc., to be used on the Bermejo River. The hydroplanes must have a carrying capacity of 8 persons, seated, including the pilot, in addition to a mechanic. Delivery must be made in Buenos Aires within five months after award has been made.



## SQUADRON NEWS

### France Field, Cristobal, Canal Zone, Jan. 14.

Training with the Coast Artillery in their annual target practice has just closed. The Air Service cooperated in the firing of 34 problems with Forts Amador, Sherman and Randolph. The results of the season's practice again demonstrates the ability and the reliability of aerial observation in modern warfare. A total of 34 problems were fired, 17 of 6", 11 of 12" and 6 of 14", the number of shots spotted being 197, 123 and 38, respectively.

Captain Quinn, the E. & R. Officer, arranged an appropriate entertainment for Christmas to drive away the blues and homesickness of the command. The day began with the usual Christmas feast at noon and was followed by a well rendered musical program later in the afternoon, after which refreshments were served. The evening entertainment began with a specially selected movie program, followed by vaudeville, furnished by home and volunteer civilian talent. Between the acts the Christmas tree was lighted and old Santa came out of his retreat and distributed gifts to the deserving.

The Army and Navy Baseball League was formally opened, and France Field won the first game from the Artillerymen of Fort Sherman by the score of 17 to 2. Eisel, pitching for France Field, held the enemy to five hits and struck out 17.

The airmen hung up an excellent record in the firing of the small arms target course. Out of 201 men who fired the required course, 23 qualified as expert pistol shot, 25 as 1st class and 40 as second class pistol shot.

The newly formed Rifle and Pistol Club at France Field is now duly organized under the Canal Zone laws, having received its charter from the Governor and the full sanction and approval of the Commanding General, and is officially affiliated with the United States Revolver Association, 86 having joined from France Field as individual members, with Major Raycroft Walsh as President. There is much speculation as to what the outcome will be when the officers' team and the enlisted men's team clash for the first time in competition. No doubt it will be a hard fought match for supremacy, as the trophy will be a fifty dollar gold and silver cup. This cup will be contested for every six months, the side to win it for the first three times to keep it in their permanent possession.

### Carlstrom Field, Arcadia, Fla., Jan. 17.

Major Karl Gorman, Post Executive Officer, is to sail for Hawaii the latter part of March. He came to Carlstrom from Fort Leavenworth, where he had been an instructor in the Cavalry School. He has completed his refresher course at this station and successfully passed the Airplane Pilot test. His many friends at this station are sorry to see him depart.

A bad smash-up on the road to Carlstrom Field occurred Saturday evening, when a Velie roadster driven by Capt. B. F. Giles ran into a Liberty truck driven by Pvt. Johnson. The truck smashed the car into a mass of wreckage, and it was a miracle that both occupants of the car were not killed. Captain Giles received a broken arm and Mrs. Nelson, a passenger in the roadster, received a broken leg. Both occupants of the car were rushed to the post hospital where they were treated for their injuries, and at this writing are resting as comfortably as can be expected.

The total flying time for the month of December was 1,069 hours and 20 minutes.

The following changes in the commissioned personnel at this station have occurred: Capt. Summerset has been directed to report to the 20th Infantry at Camp Travis, Texas; 1st Lieut. Oscar O. Barney to the Coast Artillery, Key West, Fla.; 1st Lieut. Russell C. McDonald has been detailed mess officer for the Officers Mess and A.S.P.S. Detachment mess.

1st Lieuts. Alvan C. Kincaid and Walter A. Ball, A.S., have reported for duty and pilot training.

### Carlstrom Field, Arcadia, Fla., Jan. 25.

The annual Bal Masque, given by the Officers' Club, came off last Friday evening with an eclat that must have delighted the Gods, with the possible exception of Morpheus and Bacchus. The blow-out, however, was a howling success

Carlstrom Field, Arcadia, Fla., Jan. 25, Cont'd.

or, as the Society Notes in the Binyville Bugle would have it, a good time was had by all - even Oscar Barney, in the midst of his excellent imitation of a duck pin in a fast game, would have to admit that. Everyone was there, the roads leading in from all parts being strewn with burned out tires. Hartzell's orchestra furnished the excuses for the Flapper shuffle, camel walking and rhythmic hugging. About 11 a.m. came a lull in the firing while a spade flush emerged from the kitchen with a flock of food and coffee. The refreshments were fine, and as some wag remarked: "Isn't it swell?" The debris was finally cleared away and the dance was resumed and continued until about the time railroad men go to work. To attempt to describe all the costumes would be futile. Patrick, the mainstay of the Tampa cabarets, appeared behind the garb of a high-caste Chink, and did pretty well at first, but as the evening grew longer and warmer he shed bit by bit and finally looked three degrees lower than a Yanze River coolie in a barge fight. Vic Strahn appeared in evening clothes with yellow shoes and a red necktie. Bowling Green should have seen him. Bevo Wade was like Oscar Barney, half of the gold dust twins, while Scotty McDonald, founder of the Association of Pyrotechnic Aces, appeared in a flat hat and cheese cloth pants, as a pampas puncher from Argentine, a la Adolph Turpentino, one of the Four Horsemen of the Hypothenus or something. Jawn Kase, commanding officer, post adjutant, first cook of Chapman Field, appeared in evening clothes, the regulation dress of his command after retreat and during the season at Miami. Major Walter Wynne came as a red devil and heavy-weight champion knock-em-dead. On the whole the affair was most enjoyable and worthy of the reputation earned by the event in former days. Much credit is due Oscar Barney, our genial mess officer, and also to the ladies of the post for the beautiful decorations.

Sunday evening a DH4B plane, returning from Fort Myers, was wrecked at the edge of the field. The crash was caused by miss-judgment on the part of the pilot, Lieut. Claude, who was blinded by the exhaust from the motor. All who were in the plane were battered and bruised, and Corporal Day was severely burned, as the plane burst into flames after crashing. Major Wynne has a broken jaw, Captain Rust a broken nose and severe bruises about the head, Lieut. Claude a few scalp wounds and bad bruises, and Sergeant Taylor shaken up and bruises about the body. The plane landed just outside the field and went through a fence and over on its back. All were thrown clear of the wreck except Corporal Day, who was caught in the right wing and was severely burned before he could be rescued.

Friday evening the Carlstrom Field Basketball team started on its way to the Corps Area championship by administering a defeat to the Arcadia Terrors, a local town team. Arcadia presented a strong line-up and played a good game, but Lieut. Strickland's charges proved too much for them and won handily after an exciting game.

Major Ralph Royce, Commanding Officer, accompanied by Lieut. Clements McMullen, left Carlstrom Saturday morning on the first leg of his trip to Americus, Ga., Montgomery, Ala., Atlanta, Ga., then to Washington. From Washington, Major Royce will go by rail to New York and then to his home in Michigan. Mrs. Royce and son left Carlstrom by rail and will meet Major Royce in Washington and accompany him on the rest of his trip.

Hqrs. 12th Squadron (Obs.) Fort Bliss, Tex., Jan. 21.

Brigadier General Robert L. Howze, Comdg. Officer of the 1st Cavalry Division, inspected on January 20th the commissioned and enlisted personnel, air-planes and transportation of this organization. He commended the organization for their excellent appearance and the condition of ships and transportation.

The squadron basketball team defeated the 82nd Field Artillery on January 19th by the score of 38 to 19, excelling the artillerymen in both passing and goal shooting.

Hqrs. Camp Nichols, Rizal, P. I., Dec. 17.

In accordance with orders from Hqrs. Philippine Department, the following Air Service units proceeded to Camp Nichols, Rizal, for the purpose of establishing an Air Service Supply and Repair Base: Air Park No. 11; Hqrs. Detachment,

Hqrs. Camp Nichols, Rizal, P. I., Dec. 17, Cont'd.

4th Group (Obs.); and the "Alert Flight", 2d Squadron (Obs.) Officers assigned to this station for duty are: Capt. F. R. Lafferty, in command, 1st Lieuts. Leland C. Hurd, Cyrus Bettis, Edwin Johnson and Alexander E. Davison.

First Lieut. Johnson and a detachment of the "Alert Flight" are busily engaged in attaching flotation gears to a number of DH4B's. It is hoped to test one of these ships within the next week. Incidentally, it might be of interest to mention that Lieut. Johnson's crew are accomplished fishermen, and if anything should happen to the Lieutenant or his ship during the test he can rest assured his plane and himself will be "fished out" of Manila Bay.

The Headquarters Detachment seem to think that it will be many moons before they will gaze upon a ship again, as they are now engaged on fatigue. They report that their morale is high, and they are comfortably housed in real barracks. Anyone who has lived in a tent in the tropics for over a year, as they have, can readily appreciate just how they feel.

Air Park No. 11 is busily engaged in the remodeling of old stables into work shops. Lieut. Hurd reports that he will have plenty of room for his various shops, storerooms, etc., and is anxiously awaiting the day when he can get busy with his repair work.

First Lieut. John Blaney, formerly C.O. of the Headquarters Detachment, is returning to the United States via Suez Canal and Europe. A radio was received from him after several hours at sea in which he bade the Detachment "Good-bye".

Kindley Field, Fort Mills, P. I., Dec. 17.

While attempting to take off in an HS2L on Dec. 13th, Captains Edwards and Houghton were forced to abandon the ship. The water was quite choppy, and some of the planking on the hull gave way, causing the plane to start sinking. In towing the plane to shore in this partially submerged condition it turned over and was completely wrecked.

Lieut. Charles G. Ellicott has been relieved from duty at Kindley Field and assigned to duty at the Branch Intelligence Office No. 12, Manila, P. I.

The Air Service Baseball team finished the first half of the season in second place. They played two games during the week, splitting even. Several of the players have been picked for the post team, which has started its season well by winning a series of games from the 31st Infantry.

Lieut. Palmer, in addition to his other duties, has been assigned as Operations Officer.

Staff Sgts. R. Medcalf, P. Diamond, and Sergeants H. E. Mohn and C. J. McEachern left for the States on the 15th, having completed their tour of foreign service.

A miniature range is being constructed in the Operations Office in preparation for the coming target practices to be held in January and February.

The 17th Balloon Company flew the balloon several times for observation practice.

Clark Field, Pampanga, P. I., Dec. 17.

Amid much hustle and excitement, the 11th Air Park left this station on the morning of December 13th and proceeded by truck train to their future station, Camp Nichols, Rizal, P. I. Camp Nichols, being located in the suburbs of Manila, "The Pearl of the Orient", is considered an ideal station by the enlisted men of the Air Park. The truck train consisted of 22 motor vehicles, including Dodge touring cars, light delivery trucks, motor cycles with side cars, one mobile machine shop and White and Liberty trucks with trailers. All the trucks were loaded to capacity with the personal property of the men and the necessary equipment of an Air Park, with the enlisted personnel seated precariously on the top.

A field exercise preliminary to an inspection by Major General Kernan, Commanding General, Philippine Department, was worked out as per schedule on December 14th. The Air Service conducted a bombing formation, photographic mission and a patrol (of two planes) in connection with the maneuvers of the ground troops. 1st Lieut. W. R. Taylor, Commanding Officer of the 6th Photo Section, conducted the photographic mission and dropped the finished photographs on the simulated Brigade Post Command approximately 45 minutes later. This was done in order to keep the Brigade Post Command informed as to their first line position.

Clark Field, Pampanga, P.I., Dec. 17, Cont'd.

Since his arrival at this station, 1st Lieut. John I. Moore has received notification of his appointment as Captain in the regular establishment.

A field exercise was held at Camp Stotsenburg on December 5th, the Air Service being called upon to work in liaison with the Cavalry and Artillery. In addition to conducting a bombing and photographic mission, they observed and directed Artillery fire and Cavalry charges. Contact was kept with the ground forces at all times by radio.

During the week ending Dec. 11th, 29 flights were made, totalling 36 hours and 32 minutes.

Fairfield Air Intermediate Depot, Fairfield, O., Jan. 24.

General Mason M. Patrick, Chief of Air Service, visited Dayton, Ohio, on January 11th, but due to his short stay in this vicinity he was unable to visit this field. Major A. W. Robins and Captain E. E. Adler, of this station, were called to McCook Field, however, for conference with the General on Wednesday morning, after which they attended a luncheon at the Chamber of Commerce given in honor of General Patrick.

First Lieut. F. P. Kenny, Chief of the Cost Accounting Section of this office, made a trip to Montgomery, Ala., during the past week and visited the Repair Depot.

Capt. S. A. Blair and 1st Lieut. J. L. Stromme flew to Indianapolis on January 16th.

Colonel Wm. E. Gillmore, Chief of the Supply Division, visited this station on January 10th in the interest of Air Service supply problems and with a view to coordinating the activities of this office and that of the Washington office.

First Lieut. Robert V. Ignico reported for duty on January 6th, being transferred to this station from Langley Field. Lieut. Ignico will be a valuable addition to the personnel here, inasmuch as he is of the Lighter-than-Air Branch and is to be in charge of Lighter-than-Air supplies and maintenance.

Lieut. Gerald E. Ballard returned from Washington on January 9th, to which place he had flown a special DH4 Messenger Ship for the use of the Office of the Chief of Air Service. Lieut. Ballard reported a very pleasant trip, weather conditions being very favorable.

Six DH4B planes were sent to Chanute Field the past week for the use of the 15th Aero Squadron.

Warrant Officer Truello arrived Wednesday from Ft. Benjamin Harrison, Ind., in a Curtiss JN4HG. He reported very heavy winds and a heavy snow storm.

Work has been started on the conversion of 200 set boxes, type B.C.- 12 S.C.R. and 59 sets to Autodyne circuit with transformer coupling. Both the efficiency of the set as a receiver of radio telephone signals and the increase in amplification are a great improvement over existing receivers now in use in the Air Service. Delivery will commence in ten days, and it is expected to supply all activities with this improved receiving set.

The S.E. 5 airplane, fully equipped with a radio telephone set, is nearing completion in the Aero Repair shop, and is expected to be tested shortly. The week's production for the Engineering Department consisted of six DH4B's and one Vought.

Kelly Field, San Antonio, Texas, January 16.

An innovation has been established in the ground classes in motors and rigging by Lieut. Bertrandias, instructor in these subjects. Instead of giving instructions in these subjects at the field, where facilities are rather poor for giving the necessary amount of practical work in shops, students will be taken each day to the repair shops at the Air Intermediate Depot, Kelly Field No. 1, where they will don coveralls and disassemble, assemble, test and install airplane motors and rig service planes under the instructions of experts employed in the shops. It is believed that the thorough instruction given to these future pilots of the Air Service will be of inestimable value to them in their work. The above has been made possible through the courtesy of Major Wm. H. Garrison, Jr., C.O. of the Air Intermediate Depot.

Six student officers have reported from Carlstrom Field for advanced training as bombardment pilots - Major Paul T. Bock, Captains Richard H. Ballard and

Kelly Field, San Antonio, Texas, January 16, Cont'd.

Morris Berman and 1st Lieuts. Harlan T. McCormick, Wm. L. Wheeler and Thomas H. Chapman. These students have been assigned to the 11th Squadron for the dual and solo stages in flying. The other bombardment squadrons on the field will handle other prescribed phases of bombardment training until completion of the course.

A total of 64 hours and 15 minutes were made in 264 flights by the Bombardment Group. Lieut. Fairchild of McCook Field, as pilot, and Lieut. Davies as passenger, made a cross country flight to El Paso and return, stops being made at Sanderson and Del Rio. The last lap of the return trip from Del Rio to San Antonio was made with a 40-mile wind aiding their flight. The pilot reported that the landscape flitted by miles per hour and that he landed at Kelly Field before one ordinarily has time to get out of sight of the airdrome at Del Rio.

Operations were started in the 49th Squadron on January 7th, when a formation was flown during the inspection by General Pershing. So far all operations have been confined to test and practice flights. Five officers were attached to the squadron for duty and training, viz: 1st Lieuts. W. A. Hayward, J. L. Grisham, E. M. Robbins, V. E. Bertrandias and A. R. McConnell.

The 11th Squadron is making preparations for the next class of student officers and cadets. Ships are being varnished and painted, and minor repairs are being made. Major J. H. Pirie and Lieut. McDonnell made a photographic flight on Tuesday, and on Saturday Capt. Doyle led a formation composed of Lieuts. Hornsby, MacIver and Lynch for General Pershing's inspection. During the week 72 flights were made, with a flying time of 21 hours and 40 minutes. The Squadron is organizing a basketball team.

Basketball teams have been organized in the 20th and 96th Squadrons, the first named squadron having completed a basketball court in the rear of the barracks.

The 3rd Group (Attack) accepted the challenge of the Bombardment Group for a pushball contest, consisting of a team of fifty men from each group. The Attack men wore white shirts and the Bombardiers blue fatigue coats, and clashed on the gridiron on the 14th. The first third of the battle was hard fought, but the Attackers gained several yards when the whistle blew. In the second third the Attack team, encouraged by the rooting of their comrades, and seeing the Bombers weakening, lived up to their name as Attackers, pushed the Bombers off their feet and scored. In the last third the Attackers had the ball within six yards of the goal, but the Bombers managed, by hard fighting, to hold them.

Kelly Field, San Antonio, Texas, January 21.

The new GAX triplane, envy of all modern noise-makers, has been assigned to the 90th Squadron, with Lieut. Jimmy Doolittle as its permanent pilot. Lieut. Doolittle is busy daily giving instructions to such officers as desire same, but they do say that several Squadrons will have to requisition the electrically heated sox before applying. The powers that be are evidently acquainted with the 90's reputation for "doing it" whatever the task may be.

Two officers, Lieuts. Duke and Evans, have been assigned to the 90th and will fill a void that ached horribly, especially when Lieut. Moor was compelled to do night flying to catch up paper work that waits for no man. Judging from the regrets with which the Bombardiers parted with them, they will prove "regular 90th guys" whatever their duties may be.

On January 16th a recruiting mission to Austin, Tex., was carried out by Lieut. Wm. J. McKiernan and Pvt. White. Posters were distributed at all leading stores of the city. Hopes are entertained for successful results.

The 13th Squadron basketball team met defeat at the hands of the Band Detachment team by the score of 23 to 12, but came back with a vengeance the next day and trounced the Eighth Squadron team 23 to 3. The 90th Squadron rode rough shod over the 8th Squadron, whitewashing their opponents 13 to 0, and but for the weakness of the team in basket shooting would have run the score up to about 50 points. The 90th presents a neat appearance in their blue and white uniforms, furnished by the Squadron, and if their playing equals their appearance they should be wonders. Each squadron in the 3rd Group (Attack) has organized a basketball team, and many hot games have already been played. The 4th Air Park seems to have a slight edge on the rest, having defeated the 49th team, which in turn defeated the 20th's pride.

Kelly Field, San Antonio, Texas, January 21, Cont'd.

Major Lackland, Air Officer, 8th Corps Area, with his Assistant, Lieut. Duke, made a cross country flight from the 20th Squadron to Ellington Field on the 17th inst. This flight enabled him to be on hand with necessary data during the inspection of Ellington Field by Assistant Secretary of War Wainwright and Major General Harbord.

Lieut. Henry F. Sessions made a cross country flight to Fort Bliss on Jan. 17th, returning two days later. On the outward trip he was forced to land at Clint, Texas, about 20 miles from destination, due to exhaustion of gasoline supply. Commercial gas was secured and the trip resumed after an overnight stop.

1st Lieut. C. F. Horton returned from 30 days' leave and resumed his duties as Group Communications, Supply and Transportation Officer.

The student class in bombardment training started dual instruction and ground instruction on January 15th. At this writing all students have soloed on DH's and are rapidly piling up the required amount of solo time.

Fourteen recruits were assigned to the 3rd Group (Attack) during the past week. Lieut. John M. Davies has been appointed Group Recruiting Officer, his duties to supplement the work of the Field Recruiting Officer.

On January 14th the 8th Squadron received a complimentary memorandum from the Commanding Officer of Kelly Field, as follows:

"The Commanding Officer desires to commend the officers and men of the 8th Squadron (3rd Group Attack) for energetic devotion to duty during the month of December, 1921. The records show that in this period missions in cross country, formation, practice, photography and test missions were carried out successfully, as follows:

1st Lieut. V. J. Meloy, 16 hours, 15 minutes, 22 flights; 1st Lieut. E. R. McReynolds, 17 hours, 20 minutes, 37 flights; 1st Lieut. Wm. J. McKiernan, 15 hours, 5 minutes, 22 flights; 1st Lieut. P. S. Skanse, 16 hours, 25 minutes, 20 flights; 1st Lieut. H. G. Crocker, 9 hours, 15 flights; 1st Lieut. E. T. Selzer, 40 hours, 50 minutes, 17 flights. A total of 114 hours and 50 minutes.

It is hoped that the excellent example set by this squadron will be an inspiration to all organizations of this command."

Master Sergeant Chester W. Kolinski received the silver medal awarded him while stationed with "B" Flight, 90th Sqdn., Sanderson, Texas, for pistol marksmanship at the 8th Corps Area competition meet last June. This is the only medal won by Air Service competitors. The 90th Squadron also took all Air Service honors in the 8th Corps Area athletic meet, the only two medals to be captured by Air Service men being won also by members of "B" flight while stationed at Sanderson, Sergeant Dorcy and Private Sayles.

March Field, Riverside, Calif., January 21.

The rumor that no officers with foreign service will go to Honolulu with the 19th or 23rd Squadrons was quite a disappointment to many for, as the old man said of his aged wife when she died, we got so we liked one another pretty well along toward the last.

The enlisted men of the 23rd Squadron entertained the Ross Field baseball team at March Field last Saturday afternoon, Jan. 14th. The Ross Fielders felt pretty well entertained at that, for they went home on the long end of a 10 to 3 score. The 23rd team is going down to Ross Field next Saturday, the 21st, to see if they can redeem themselves.

The officers' indoor baseball team of Ross Field came over to March Field on Wednesday, the 18th, to give the officers of March Field a chance to get even for the beating administered to them at Ross Field some weeks ago. The flyers fielded the chance in good style and sent them home on the short end of a 19 to 8 score.

The rumor, announced in last week's News Letter, of Lieut. Laughinghouse's intention to desert the ranks of the bachelors, was in error. Laughy had been married a week when this rumor came out, but had kept it a secret.

To vary the monotony of the usual Pursuit-Bomber baseball game, the Heavyweights and the Lightweights tangled up, 150 pounds being the dividing line. Superior strategy and speed led to a 12 to 8 Lightweight triumph.

Chanute Field, Rantoul, Ill., Jan. 14.

At the present time 257 students are entered in the various courses of the Air Service Mechanics School, the majority of whom enlisted in the recent recruiting campaign. A total of 511 men are awaiting instruction, and within a week 60 of them will be placed in school. The remainder will be undergoing instruction within four months.

First Lieuts. James R. Walsh, Sanford L. Willets and Joseph L. Whitney, Air Service Officers Reserve Corps, were entered in the Officers Course for Engine and Plane Maintenance on January 5th. They were chosen from many applicants from the 5th, 6th and 7th Corps Areas. This is the first class of reserve officers placed on active duty and entered in the school since the world war.

The 15th Squadron (Obs.) is beginning preparations for the summer work. Four officers - Capt. Ernest Clark, comdg., and 1st Lieuts. Henry E. Woolridge, Harold H. Carr and James S. Eldredge - and 86 men are at present assigned to the organization. As soon as the majority of the enlisted men, who are at present on duty with the Mechanics School, are released, so that the duties of the squadron can be carried on, the officers will start active training. According to Major Wm. C. McChord, Air Officer, 6th Corps Area, under whose supervision the 15th Squadron will function, there will be plenty of work for the organization at the various summer encampments in the 6th Corps Area. The six airplanes thus far received were flown to Chanute Field from Fairfield, Ohio.

1st Lieut. James D. Givens, A.S., Mrs. Givens and their small daughter, Katherine Douglas, form the recent additions to the personnel at the field. Lieut. Givens had been serving in the capacity of Post Engineering Officer at Post Field, Fort Sill, Okla. He was placed in charge of the Course for Mechanics at the School.

Mitchel Field, L. I., New York, Jan. 28.

Lieut. Stoner arrived from Langley Field on the 28th with a DH4 Hospital ship, to be used for experimental work by the Research Laboratory.

Capt. I. C. Eaker has reported for duty from the Philippines and has been assigned to command the 5th Squadron.

Formal Guard Mount is now being held every day at the post with appropriate field music.

Lieut. LeRoy M. Wightman, Recruiting Officer, has been relieved, Lieut. John W. Monahan taking his place with Lieut. David R. Stinson as assistant.

Lieut. Victor Beau is announced as the new officer-in-charge of the Post Commissary. A new and complete stock is expected soon. An announcement of great interest, especially to the ladies of the post, is that on Monday, Jan. 30th, a post meat market and vegetable store will be opened.

A most enjoyable dance was held for the officers and ladies of the post and their guests on Friday evening, January 27th, at the Officers' Club. These occasions are growing in interest and are well attended.

A new addition to the Medical Staff of Mitchel Field is Capt. A. T. King, who reports to this station from Governors Island, N.Y.

The following letter received by the Commanding Officer from Captain George W. Hamilton of the Marine Flying Field, Quantico, Va., dated January 23, 1922, is of interest: "I wish to express my appreciation of the treatment and service rendered to Lieut. Collings and myself upon our recent trip to Long Island from this field. Especially would I like to commend Sergeant Rigney, 7th Air Park, and his assistant, who gave us every possible assistance. Their care of our ship and the work they did upon it was of the kind usually only obtained from skilled mechanics at a home field.

Mather Field, Mills, Calif., January 18.

Nearly all officers of this command attended the Army Association Club meeting and dinner held in Sacramento on December 11th. About fifty members attended, representatives of the National Guard, Reserve Officers Corps, and the Regular Army, General J. J. Borree, Adjutant General of the State, who had charge of the meeting, in sketching their plans for future regular meetings, suggested that talks be given by members of the different services, each one telling of the work done by his branch. As soon as dinner was over, interesting speeches were given by representatives of the National Guard, Reserve Corps, and the Regular

Mather Field, Mills, Calif., January 18, Cont'd.

Army, based on the general topic of "Cooperation". Then, after a roll call, when each man rose and told his name, organization and station, a friendly discussion among the members continued until adjournment.

A newcomer from Kelly Field is Lieut. Carl H. Myers. In a motor trip from Texas to California he yielded to the lure of the latter, put in a request for transfer without expense to the government, and arrived at Mather Field on the 9th.

The prettiest social affair of the winter was given on the 12th by Mrs. R. L. Maughan, in honor of the four mothers visiting at the field - Mrs. L. K. Anderson, mother of Mrs. L. M. Field; Mrs. F. Engle, mother of Mrs. B. M. Atkinson; Mrs. J. F. Field, mother of Capt. L. M. Field; and Mrs. P. W. Maughan, mother of Lieut. R. L. Maughan. The ladies of the post, also the wives of the officers of the Remount Station in Sacramento, attended.

Both the Monday evening and Thursday afternoon Bridge Clubs are very popular and, in addition to being a source of pleasure to all members, are the means of new arrivals becoming acquainted much sooner than they would otherwise.

Lieut. and Mrs. Mark R. Woodward left on a 7-day leave of absence to be spent in San Francisco visiting Lieut. and Mrs. Norman R. Wood, who recently returned to the States from the Philippines.

Capt. F. I. Eglin, commanding the 9th Squadron, took command of the field on the 14th, on which date Major B. M. Atkinson started to take advantage of a sick leave.

Ellington Field, Houston, Texas, January 21.

All the distorted, crippled and miscreant weather in the world has come down to Ellington Field to indulge itself. The past week has been so bad that even a good old-fashioned hanging could not be enjoyed, and, with the wet and cold, the Ku Klux have been merely marking time with their tar sticks until better weather makes a few bites possible. First it gets hot and rains, then it gets cold and rains - then it rains. Galveston should have built its breakwater facing the other way. Local dairymen have not had to stop at the pump, tarpon are taking cross-countries, and our airplanes are to be fitted with sounding leads. Little groups of dripping aviators cluster around the rain barrel and observe how remarkable the water therein resembles corn. Ponds of water hang around everywhere just like poor relatives before Christmas. And then it goes and gets cold. How can a pilot get in some sit-down in a temperature that nearly chokes him when he walks? What are the healthy young bird-men going to do? We can't fly, and we can't get in trouble. Might as well resign.

Lieut. Hy Sheridan, the lusty Waterman wielder, dangled back to the First Group on Monday, after having spent a very enjoyable operation at the Base Hospital in San Antonio. The hotel manager, Lieut. Colonel Metcalf made the incision and the excision, but only after Sherry made the decision. While the guest of Ward 10, Sheridan says that the ambiguity of human nature was brought to him very forcibly. He reports that it was proudly gratifying to see the officers leap merrily onto the operating table without a thought to consequences but, to say the least, disconcerting to see these same warriors blanch, quake, groan and plead before a frail little nurse with a bit of castor oil in her hand.

The 17th, 27th and 95th Squadrons have been designated as service squadrons and will be equipped and maintained in such a manner that they will be able to take the air offensively on a moment's notice, and without any disruption of organization.

The 94th Squadron has been made the training Squadron, and therein the class of student pilots will receive their pursuit training. Captain Baucom is commanding the squadron, Lieut. Fonda B. Johnson is Engineer Officer, Lieut. Sheridan is Operations Officer, and the instructors and flight commanders are Lieuts. Matthews, Tourtellot and T. W. Blackburn.

The Class of student officers comprise Major Edwin H. Brainard, U. S. Marine Corps, Capt. George C. Tinsley, A.S., and 1st Lieutenants Claire L. Chennault, Edgar E. Glenn, Walter H. Reid, Edwin Sullivan, John D. Barriger, John K. Cannon, Donald F. Stace and Gerald H. Fitzpatrick, Air Service. The class began active training this week, and the schedule of training is comprehensive enough to make the streets of Houston safe for telephone girls for some time to come.



Ellington Field, Houston, Texas, January 21, Cont'd.

When the weather remembers it is a lady, Captain Donnelly, the Executive Officer, is taking a cross-country swoop to Post Field. After having looked over that field and overlooked as much as an Executive Officer can, Captain Donnelly intends to swoop back to Ellington.

Captain Frank O'D. Hunter, purveyor of par-boiled Pursuit palaver, has called the attention of his word wrestling scribe to the fact that the First Group is away behind in crashes, and feels that we are not doing our share for our flying pay and the single list. We sincerely ask the rest of the service to excuse this this once, but it really has been beastly weather for crashing, you know, and besides, the little red books have been just quivering for some attention. Now, if McCook Field could only sand stunt a new type of two, and furnish us with some, we'd guarantee to make the Infantry contented again.

On Friday night the First Pursuit Group Officers' Club held and beheld a little informal brawl. All the little shakers were there. The Skeel-Tourtellot Orchestra furnished strains for the melle and for the dancers.

We have a new Adjutant with the paycheck name of Lieut. Getchell. He sits all day lolling in the shade of the tree of knowledge and making nasty little black marks on beastly little bits of white paper, which mean that when we run out of indorsements we have to spend a while on the post, and a while is a long time in this weather. As a matter of principle we are against bachelor Adjutants, especially homely ones. A married man would not be afraid to let us go to town. Quite the contrary. None of us can tell this new Adjutant just what we think of him, for the rest of us have other work to do and, besides, he shades so much ground.

Ellington Field, Houston, Texas, January 28, 1922.

We've all met the woman who is in that difficult borderland, too deep to lie to but too shallow to tell the truth to. Whatever that condition could be called, whatever name would most vividly portray that state of one's mind, Ellington Field is it. The flying field is too deep for walking and too shallow for swimming. Like the JN4, the tales in Sloppy Stories, and the clerkettes in the five and ten, it isn't enough of anything to be worth while.

Little did we imagine in those dear dead days when ice cream sodas were a novelty, the livery stable was ruining the morals of the rousing generation, and the family album had not yet relinquished to the sedan its premier power as an unflinching bashfulness eliminator, in those dear dead days when we used to make mud pies in the lot next door with the carpenter's daughter before she discovered her knees could beg real ones for her stomach - as I say, when we used to play in the mud, gouging it of our ears and becoming able by taste alone to tell how much clay was admixed, little did we realize that wonderful, omniscient, perpicacious Nature was simply in her own way preparing us to be stucco aviators on the squgy mud flats of Ellington. Some splendid artistic soul who can see pink in bolshevism may go into raptures over the warm brown tones that lurk in the mud puddles to delight the appreciative eye. To the lucky pilots who are enjoying rheumatism with their friends, a distinct pleasure is afforded, for it is no longer necessary to pilgrimage to Hot Springs to obtain mud baths. Our own field can boast a variety and abundance that would do justice to any political campaign.

We would be in imminent danger of forgetting how the sun looks were it not for the Mess Officer's fried eggs. He is thinking of getting blue plates to complete the illusion. If we don't watch ourselves during these murky indolent times and keep our intellect keenly alive toward the prospective corn crop and the advertisements in the Ladies' Home Journal, not to speak of fashions in Jello, we may not be able to hold out much longer, and some wet day our friends may discover us catching flies, pasting cut-out puzzles, and thinking up uniform changes so officers will know what to do with their pay when (and if) they are promoted.

It's sad, and like most sad things (and people) 'tis true, but one cannot keep both San Antonio and Houston whipped into shape at the same time. About the time one gets San Antonio to wagging its tail and maybe its tongue, one comes back to Houston and finds it awry, all off on a slant. And then after all the loose nuts are tightened up in Houston one goes back to San Antonio and finds it all wrong again. One does, doesn't one? Cross countries are like bull dogs; they

Ellington Field, Houston, Texas, January 28, 1922, Cont'd.

come to no good end. Notwithstanding these heart rending conditions, several officers this week attempted to cross country (and the country is crosser than usual just at present, see first paragraph) to Kelly Field to combine official business with vichy pleasure, there being two Spads, one SE5 and one enlisted man to bring back, and one justly famed Kelly dance to use up. The Pilgrimage was as follows: Captain Dixon and Lt. Ladd; Capt. Hunter and Lieut. Summers; Lieut. Lingle and Lieut. Morris; Lieut. Sheridan and Captain Tinsley. These gay knights of the long range wink swooped down on the Kelly Club to dance and what not. Captains Dixon and Hunter and Lieut. Summers danced, while Capt. Tinsley and Lieut. Sheridan motored with a couple of the what-nots. They report that when approaching a railway crossing they thought they were being held up by the Ku Klux, but it was only the crossing watchman, as it turned out, who thrust out his circular hand sign reading "Stop".

The details of the dance will be left to the scribes of Kelly Field. Far be it from us to do their heavy work.

Crissy Field, Presidio of San Francisco, Calif., Jan. 18.

A formation of 5 DeH4B airplanes met the U.S.A. Transport THOMAS, as she approached San Francisco after a very pleasant trip from the Philippines, and escorted her through the Golden Gate, holding the formation until she was secured to her berth. The purpose of this flight was to welcome a number of Air Service officers on board and to officially accept 5 of them into the happy fold at Crissy Field, viz: Lieuts. J. B. Patrick, J. P. Richter, E. W. Franklin, B. R. Dallas and W. R. Sweely.

Capt. Lowell H. Smith, formerly C. O. of the 91st Squadron (Obs.) put in his appearance at the expiration of a 30-day sick leave and, feeling the need of a little more rest and recuperation, requested an extension of his leave.

Lieut. J. R. Glascock, who recently reported from Kelly Field, Texas, has been assigned as Assistant to the Supply Officer of the 91st Squadron.

Colonel E. V. Smith and L. C. Brown and Major Dawson of the Organized Reserves, together with Major Geo. H. Brett, C.O. of Crissy Field, and 1st Lt. Robert E. Selff, attended the banquet and "Get-together" meeting of the 440th Observation Squadron (Reserve) at San Jose, Calif., January 12th. It is contemplated that this squadron will begin actual instruction work under the tutelage of Crissy Field officers about February 1st. Proposed plans are being considered for the erection of two hangars, which will include space for the various shops and administrative offices.

Fatigue details have been busy of late cleaning up the seaplane hangar so as to be in readiness for the new ships soon to be seen at Crissy Field.

Captain A. W. (Andy) Smith, flight surgeon, has the boys talking his language these days, as he has practically completed all his 609 examinations, and to date we think he forwarded most of them as "O.K."

The officers of Crissy Field have forwarded to General Patrick, with their compliments, an appropriately framed group picture of this command.

Crissy Field's basketball team is in the lead, having won all of the four games played thus far. Much credit is due the team and Lieut. W. C. Goldsborough in particular for his untiring interest and ability to produce a winning team.

A formation for the Cruiser H.M.S. RALEIGH of the British Navy was put on the other day. Upon word that the RALEIGH was sighted the formation took off, met the cruiser at the entrance to the Golden Gate and escorted her to an anchorage in Battleship Row, amid the salutes and counter salutes from the adjacent military forts.

Crissy Field is now enjoying a new pastime with the Coast Artillery as a partner. During the past week Lieut. B. S. Catlin, Jr. accompanied by enlisted observers, made three actual flights for a total duration of about five hours. The purpose of these flights was to provide the Artillery with a moving target at various altitudes so that they could give the necessary training to their anti-aircraft batteries. During the flight the altitude of the planes was radioed to the Artillery every ten minutes. Needless to say they claim a lot for their anti-aircraft, but there are not a few of us who would fly around and let them fire the real thing.

Eighth Corps Area, Ft. Sam Houston, Texas, Jan. 27.

Distinguished visitors have been touring this area for the past two weeks on an important mission in connection with various War Department activities within the Corps Area. Assistant Secretary of War J. M. Wainwright and Major General James G. Harbord, Deputy Chief of Staff, in their devious travels have inspected all Air Service activities in this area and expressed satisfaction with the training being carried on and general conditions of Air Service stations. Continued improvement is being shown throughout the area, and rapid progress made in equipping organizations with authorized equipment. Surplus equipment brought in from the border stations by the 3rd Group (Attack) is being disposed of and unserviceable equipment replaced.

The first converted Spad with 180 h.p. Hispano Suiza motor has been completed at the San Antonio Air Intermediate Depot, and test shows it to possess maneuvering ability and speed in excess of the SE5.

Major Carl Spatz, commanding Ellington Field, and 1st Group (Pursuit), paid a visit to the Air Office this week. Major Spatz flew over in connection with a Board of Inquiry at Fort Sam Houston.

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

FOR RELEASE MARCH 1, 1922.

CROSS COUNTRY FLYING IN THE U. S. AIR SERVICE

It is estimated that during the calendar year 1921 a total of 5,063,909 man miles were flown by the Air Service personnel on cross country flights. These figures cover only flights exceeding a distance of ten miles from an airdrome with a definite destination in view, either with the purpose of landing at that destination or returning from the destination upon completion of the specific purpose of the flight without landing away from the airdrome.

By man miles is meant the number of miles flown by each man in any one plane, i. e., a plane carrying two people and traveling to a station 50 miles distant and return will carry out 200 man miles of cross country flight. The tabulation given below shows the number of man miles flown at the various Air Service stations, from which it will be noted that Post Field, Fort Sill, Okla., heads the list with 826,084 man miles. The Commanding Officer of that station states that the total time flown by all pilots at the field - 9,836 hours, at 85 miles per hour, total 836,060 miles or, based on two persons in each ship on each flight, the man miles total 1,672,120, approximating a distance equal to 67 times around the world.

Location	Man Miles
Aberdeen Proving Grounds, Md.	80,000
Americus, Ga.	6,700
Bolling Field, Anacostia, D.C.	230,000
Carlstrom Field, Arcadia, Fla.	198,175
Chapman Field, Miami, Fla.	755
Crissy Field, Presidio San Francisco, Cal.	132,710
Chanute Field, Rantoul, Ill.	85,000
Douglas, Arizona.	36,550
Ellington Field, Houston, Texas.	125,912
Fort Bliss, Texas.	23,410
Fort Riley, Kansas.	1,600
Fairfield Air Intermediate Depot, Ohio.	30,660
France Field, Panama Canal Zone.	43,397
Godman Field, Camp Knox, Ky.	50,510
Kelly Field, San Antonio, Texas.	489,904
Luke Field, Hawaii, H.T.	114,705
Love Field, Dallas, Texas.	30,963
Langley Field, Hampton, Va.	506,832
March Field, Riverside, Calif.	541,600
Mather Field, Mills, Calif.	807,119 (incl. Forestry Patrol)
McCook Field, Dayton, Ohio.	290,940
Middletown Air Intermediate Depot, Pa.	3,621
Mitchel Field, Long Island, N.Y.	133,045
Montgomery Air Intermediate Depot, Ala.	62,769
Nogales, Arizona.	43,270
Park Field, Millington, Tenn.	2,000
Pope Field, Fayetteville, N.C.	22,405
Post Field, Fort Sill, Okla.	826,084
Rockwell Air Intermediate Depot, San Diego, California.	36,096
Ross Field, Arcadia, Calif.	5,580 Free Balloon Flights
San Antonio Air Intermediate Depot, Texas.	29,930
Scott Field, Belleville, Ill.	6,200
Selfridge Field, Mt. Clemens, Mich.	5,710
Vancouver Barracks, Wash.	225
Hqrs. 1st Corps Area.	28,900

Location (Cont'd)	Man Miles (Cont'd)
Hqrs. 3d Corps Area	7,950
Hqrs. 5th Corps Area	13,082
Hqrs. 6th Corps Area	6,000
Hqrs. 7th Corps Area	3,600
Total	5,063,909

It may be safely assumed that the largest majority of these cross country flights were made with two occupants in the plane, but there have been many instances where flights were made in single-seater planes or in other types of planes where the pilot was the only occupant of same. Estimating on a conservative basis that, say, 10 percent of the number of cross country flights were made with the pilot as the sole occupant of the plane, and the remaining 90 percent with two occupants in the plane, we would have as the total distance actually traveled by airplanes on cross country flights during the calendar year of 1919, 2,785,150 miles. This figure, of course, does not represent all flying done in the Air Service during the year, as flights made at the different fields, other than cross country flights, are not included.

#### FAST FLYING BETWEEN WASHINGTON AND DAYTON

What is considered a record non-stop flight between Dayton, Ohio, and Washington, D.C., was made by Lieut. C. V. Haynes, Air Service, on Saturday, February 4th, in a special DH-4B Messenger ship, the trip consuming two hours and fifty five minutes. The distance between Washington and Dayton is 440 miles, making the rate of speed traveled by this plane slightly in excess of 147 miles per hour.

#### REGISTERED PILOTS AND REGISTERED AIRCRAFT

The Underwriters Laboratories of Chicago, Ill., in cooperation with the National Aircraft Underwriters Association, has opened Registers of aircraft pilots and of aircraft. The plan is based upon the provisions of the Convention relating to International Air Navigation agreed upon, subject to certain reservations, by representatives of the Allied and Associated Powers serving on the International Commission of the Peace Conference. The plan very closely follows the Air Regulations of the Canadian Air Board.

##### PILOTS REGISTER

Classification: Private and Commercial, landing on land or water

Certificate No. 1001 - John Frederik Petre, Farmingdale, L.I.  
 " " 1004 - Edward Albert Johnson, Dayton, Ohio.  
 " " 1005 - Rudolph W. Schroeder, Chicago, Ill.  
 " " 1006 - William Duncan Tipton, Baltimore, Md. (land only)  
 " " 1008 - Carl Brown Squier, Detroit, Mich. (land only)  
 " " 1009 - John Arthur Yonge, Chicago, Ill.  
 " " 1010 - John A. Hambleton, Baltimore, Md. (land only)  
 " " 1011 - Chas. E. McKelvey, Seattle, Wash. (water only)

Classification: Commercial, landing on the land only

Certificate No. 1002 - Walter Becker, Newark, N.J.  
 " " 1003 - Lloyd M. Marshall, North Rose, Wayne County, N.Y.  
 " " 1007 - Wilber Mantz Fagley, Kokomo, Indiana.

##### AIRCRAFT REGISTER (For identification only)

Airplanes (land use only)

Nationality and Registration Mark	Name	Type of Airplane	Use
N-ABCA	John M. Larsen, New York City	Avro 504K	Private
N-ABCB	L.M.C. Drilling and Producing Co., Wichita, Kansas.	Laird Swallow	Commercial

<u>Nationality and Registration Mark</u>	<u>Name</u>	<u>Type of Airplane</u>	<u>Use</u>
N-ABCC	Akers Airphoto Corp., Chicago, Ill.	Avro 504K	Commercial
N-ABCD	Ninimo Black Airport Corporation, Chicago, Ill.	Laird Swallow	Commercial
N-ABCE	John A. Hambleton, Baltimore, Md.	Avro 504	Private
N-BMUL	R. W. Schroeder, Chicago, Ill.	Standard J1	Private
XAAA	Walter Becker, Newark, N.J.	DH6	Commercial
<u>Seaplanes.</u>			
N-ABCF	Loening Aeronautical Engr. Corp. New York City.	Loening Fly-	Commercial ing Yacht.

### CERTIFICATES OF AIRWORTHINESS

It is expected that a procedure covering the necessary inspection of aircraft looking to release of Certificate of Airworthiness will be operative early in 1922.

### KELLY FIELD ACTIVITIES

Test flying and GAX instruction has been carried out by the 90th Squadron recently, although the clear weather periods have been but few. New motors are being installed in several ships, which are also being re-rigged while out of commission.

Officers of the 2nd Group (Bombardment) may be given an opportunity in the near future to get away from the steady diet of DH4B's. Effort is being made to secure a few SE5's, and Spads so that new pilots in the Group may be qualified on all available types.

Lieut.-Colonel John H. Howard, A.S., assumed command of Kelly Field on February 1st, relieving Major John N. Reynolds, A.S., who has been appointed Wing Operations Officer. Colonel Howard comes to Kelly Field from Fort Sill, where he recently completed the course of training for observation pilots.

### STUDENT PILOTS AT CARLSTROM FIELD

The new class of officers and cadets have recently reported at Carlstrom Field for pilot training. The officer class is very small this time, and only about a dozen have reported to date, while some 75 cadets have reported. About 25% of the cadets are from the enlisted personnel of the Air Service and 75% from civil life. This will probably be the last class to graduate from this station, due to the expected moving of the school to Kelly Field.

### WHAT CARLSTROM FIELD HAS ACCOMPLISHED LAST YEAR

The total flying time at Carlstrom Field, Arcadia, Fla., from January 1 to December 31, 1921, was 19,830 hours. From June 1, 1920 to July 15, 1921, a total of 301 students reported to the field for training, 184 graduating and 98 failing to complete the course. During this period there were a total of 6 casualties, or two percent of the total number reporting.

### FLYING CADETS COMMISSIONED IN RESERVE CORPS

Commissions have arrived at Mather Field, Mills, Calif., and orders have been issued covering the discharge of members of the first class of cadets. These men are being discharged to accept commissions in the Officers' Reserve Corps. All express a desire to continue in the service as cadets or as officers, but no provision has been made to answer the desires of capable pilots whose enthusiasm for flying is so self evident.

This class of cadets made the forest fire patrol possible through the season of 1921, the patrol covering the States of Oregon, Washington and

California. The work they accomplished speaks for itself. These pilots have had approximately 250 flying hours apiece in the air, and have developed into exceedingly efficient pilots.

#### MATHER FIELD RECEIVES NEW RADIO OUTFIT

A large new radio outfit, consisting of a Navy Vacuum Tube Transmitting Set, with two 80-foot steel towers, has been recently received at Mather Field. When set up, the apparatus will have a daylight range of 1250 miles, continuous waves, a 250 mile daylight range for wireless telephone, and 1250 mile daylight range, continuous waves, for buzzer modulation. The arrival of this new set has aroused interest among both the old and new soldiers in the study of radio.

#### NEW CLASS FOR FLIGHT SURGEONS AT MITCHEL FIELD

A new course for Flight Surgeons opened at the Medical Research Laboratory, Mitchel Field, L.I., New York, on February 1, 1922. The student personnel, consisting of five medical officers from the Army and five from the Navy, are as follows: Captains Harrison Fisher, Joseph W. Garrett, William D. Middleton, Frank C. Venn and Lieut. Thomas F. Weldon of the U. S. Army, and Lieuts. Julius F. Neuberger, Victor S. Armstrong, Clark Robertson, Page C. Worthington and Louis Iverson of the U. S. Navy.

This is the first class at the School for Flight Surgeons in which the Navy has had student representatives, and followed a request made by the Secretary of the Navy to the Secretary of War. The course of instruction extends over a period of three months.

#### THOMAS MORSE MONOPLANE TO BE TESTED

Flight tests of the Thomas-Morse Monoplane MB-7 are to be made at Mitchel Field, L.I., New York, in the near future before representatives of the Naval Board of Aeronautics. Lieut. Flier of the Marine Corps has arrived at Mitchel Field to watch the setting up of the ship and the preliminary flights.

We thought that the Army Air Service had the exclusive title to the honor of having an airplane pilot with the most appropriate name (Captain A. I. Eagle), but we will have to hand the palm to the Marine Corps, as "Flier" is pretty hard to beat.

#### 19TH AND 23RD SQUADRONS SCHEDULED FOR HAWAII

The 19th Pursuit Squadron and the 23rd Bombardment Squadron will proceed for duty in the Hawaiian Department sometime in April next. Officers accompanying the 19th will be - Major George H. Peabody, Captain F. I. Eglin and 1st Lieuts. E. S. Norby and Raymond Morrison. First Lieutenants Harold Brand and A. B. Ballard will accompany the 23rd Squadron.

#### MOVIE STAR VISITS CRISSY FIELD

Jackie Coogan, the youngster of Movie fame, paid his respects to Crissy Field recently. Jackie and his party were escorted through the various buildings and evidenced much interest in what the field had to show. He expressed the usual desire for a hop.

#### 316TH OBSERVATION SQUADRON (RESERVE) TO START ACTIVE OPERATIONS

The men of the 316th Observation Squadron of the 91st Division, Organized Reserves, U. S. Air Service, have been ordered to appear at Crissy Field, Presidio of San Francisco, Calif., for the purpose of repairing the headquarters building and hangar recently assigned to the squadron. When the work is completed the squadron will receive six airplanes that have been assigned to it.

February 4th and 5th were set aside as the dates on which applications for enlistment in the squadron were to be received. Thus far 23 officers of the Air Service Reserve Corps have been assigned to the 316th Squadron, viz: 1st Lieut. August G. Rehlmeier and Raymond W. Kerry and 2nd Lieuts. Benjamin E. Apte, Fay L. Davidson, William I. Farmer, Ronald B. Stuart, Martin P. Detels, Edward J. Hammond, Edmund L. McDonald and Gerald F. Heriman, of San Francisco, Calif.; 2d Lts. Burdette Palmer and Leslie R. Bates of Alameda, Calif.; 2d Lieuts. Roger K. Gardner, Lynn G. Lawrence, Knox Lofland, Clark W. Crocker, Delano A. Brown and Charles L. Bowman, of Berkeley, Calif.; 2d Lieuts. Henry J. Hoey, Chester R. Clarke, Wm. S. Eggleston and Howard Couch of Oakland, Calif.; and 2d Lt. Herbert K. Henderson of Piedmont, Calif.

#### 440TH RESERVE SQUADRON MAKING PROGRESS

The 440th Reserve Squadron, stationed at San Jose, Calif., has just received a complete dismantled airplane, sent to them by the government from Crissy Field, and with Lieut. Robert E. Selff, Air Service, as instructor, members of this organization received their first actual instruction in their work at the Technical High School in San Jose.

The machine, one of a number to be sent to San Jose by the government, was placed in the room at the high school where instructions have been given. Promptly at eight o'clock the class of recruits assembled, and after a short talk by Major William Cross, commander of the squadron, took up the drills that are held each meeting night. Following this drill, Lieut. Selff, who came from Crissy Field for the purpose of starting the members in their course, spoke for an hour on air photography, explaining in detail the work of the air picture takers, the great care necessary in order to make their pictures a success, and the aid that must be given them by those in charge of the planes.

It was announced at the meeting that 184 members, of which 17 are officers have now been signed for the local squadron, and that others have signified their intention of becoming members. Officers of the squadron are now endeavoring to locate a suitable flying field for their headquarters, and when one is found the members will meet there each week instead of at the high school.

#### PROGRESS OF CIVIL AVIATION IN GREAT BRITAIN

In a memorandum on the development of civil air communications within the British Empire, prepared by the Department of Civil Aviation, it is stated:

"The development of communications is one of the most important phases in the growth of modern civilization, which depends to an ever-increasing extent on the interchange of thought and the intercourse of individuals. Steam, cable, and wireless have each in turn been evolved to expedite intercommunication, but just as the roads of the Roman Empire failed to keep pace with the requirements of the time, so modern communications are insufficient for an Empire stretching from Great Britain to Australia and the Pacific Ocean. Cable and wireless are limited in scope; yet, as each portion of the Empire assumes greater responsibility, there is a greater need for cooperation, the distribution of information, and the personal contact of statesmen. That necessity is the mother of invention is a motto particularly applicable to modern conditions, and by discovering how to fly human ingenuity has taken a further step in solving the problem of communication so essential to the existence of our Empire.

Civil aviation aims at the building up of a productive organization to a position similar to that held by our mercantile marine."

#### TRANSOCEANIC SERVICE BETWEEN SPAIN AND ARGENTINA

Translated from Flug Woche No. 25, Dec. 1921

Dr. Eckener, the Director of the Deutsche Luftschiffahrts Aktien Gesellschaft DELAG, has returned from a trip to Buenos Aires where he worked out the plans of a transoceanic service between Spain and Argentine. The idea of connecting up Spain with its former colonies originated with the former country.



The dealings with the Zeppelin Company resulted in the forming of a commission which of itself obtained a considerable part of the 80 million pesetas capital required for the proposed enterprise. Spanish banks and industrials will lend the Government 50 million pesetas at a guaranteed interest.

The results of his investigations were given and explained by Dr. Eckener in a lecture at the Argentine Aero Club and at the German Club, Buenos Aires. In the development of rigid airships from 1800 m ceiling and 65 km velocity and 8000 kg. load capacity before the war to 6500 m ceiling, 135 km velocity and 11000 kg. load capacity at the close of that period, great strides had been made; distances such as those which separated Spain from Argentine were no longer an obstacle. Storms and lightning were not to be feared, as they can be evaded if necessary.

The commercial aspect is favorable. Three ships, which is the minimum number to be considered for a regular service, will cost 36 million pesetas, the hangars, gas plants, radio stations, and other buildings on both sides of the Atlantic are estimated at an additional 40 million pesetas. Four million are set aside for unforeseen needs. Each trip costs 420,000 pesetas at a 66-2/3 amortization. The earnings are figured as follows:

Sixty passengers at 5,000 pesetas	300,000 P
300,000 letters at 20 gramm	600,000
Total	900,000 P
Cost of trip	420,000
Earnings	480,000 P

The earnings per trip are therefore estimated at 480,000 pesetas, one hundred trips a year would result in earnings of 48 million or 60% of the invested capital of 80 million. Even if one should at first figure on only 30 passengers but more mail, the result is still very favorable. Even a reduction of the postage to 1½ pesetas or 50 centavos would not affect the results appreciably. Building larger ships would increase the earnings considerably as the construction and operation costs do not grow in proportion.

The first step of the enterprise will be the experimental run from Cadiz to Las Palmas. It will serve its purpose in training the personnel. At the same time hangars will be built in Spain and Argentine and the airships constructed. It is self evident that the personnel from the technical superintendent on down to the foremen will be picked from the old stock at Friedrichshafen. The problem will be completely worked out in Madrid this winter, the enterprise itself will take the form of a stock company with Government subsidy. It is not believed that the Spanish congress will oppose the project, as it will make possible a dream which has long been an ambition of the mother country, namely, the linking up of the Spanish-speaking world.

After his return Dr. Eckener expressed himself further on this subject. He states that southern Spain is very well suited for the European starting point of the service. The ocean distance is about 10,000 km to Buenos Aires, which distance can be covered in about 90 hours, the meteorological conditions are very favorable, the wind and weather conditions in the northeast and southeast passages being very constant and even. The return trip, which through the northeast route is somewhat delayed, can be covered in 100 hours. The local conditions at Buenos Aires are also very favorable, even if not so favorable as those of southern Spain. A regular service with large modern ships is assured because it will be furnished with the experienced advice of the Zeppelin Co.

The ships to be used will have a cubical capacity of 150,000 m and a speed of 115 km per hour (71.4 mph). They will be equipped for 30 to 40 passengers. They will, in addition, carry mail and money orders which warrant a higher tariff rate. Owing to reduction of time of travel of from one fourth to one-fifth of the present normal time, the financial efficiency of the enterprise would seem assured. The prospects for the actual organization are excellent, as considerable interest is being shown by Spanish financial circles. The enterprise would be altogether Spanish because of the peace treaty which forbids Germany's building and operating transoceanic airships. The organization and technical operation will, however, be in German hands.

## AVIATION IN HOLLAND

Aviation in Holland comprises the Naval Air Service, the Military Air Service, the Civil Air Service and the Colonial Air Service, all under an Advisory Air Commission. The plan for an Air Ministry in Holland has definitely been given up, at least for the present, though it is doubtful if ever, in time of peace, Naval, Military and Civil Aviation will be united under an Air Ministry. The reason for the defeat of this plan is probably due to the divergent needs of these Air Branches and the lack of any strong individual as Air Minister whom these branches could trust with their particular aspirations.

A central purchasing office has been established, to which bids for all material are sent and which does the entire purchasing for all the Air Services. There is likewise one Research Institute, namely, Ryks Studiedienst voor Luchtvaart, which serves all the Air branches and which is paid for by subsidies which are carried on the annual appropriations of the Departments of the Navy, Army and Colonies, and of the Waterstaat.

The Director of the Air Service of the Army regulates and controls his own service without any interference or cooperation, other than that noted below, from any other department. The Chiefs of the various other Air Services do likewise; however, an Air Commission, consisting of the Commander and the Chief Engineer of the Navy Air Service, the Army Air Service, the Civil Air Service, the Colonial Air Service, and one representative from the Ryks Studiedienst, meets once a month. This Commission has the authority to definitely decide upon matters of Air policy which are to be made subject of legislation and upon all matters touching the cooperation or assistance to be rendered by one branch to another in any case. At the same time the engineers of the various branches who are present bring up any technical matters of interest which they have discovered or which they desire to have discussed by the Commission as a whole. This Commission has the right to summon before it any technical or other experts or advisors which it may desire. In the opinion of various Dutch Air men the above outline form of "Air Government" will function splendidly as long as there is one strong member on the Commission who is able to effectually direct its activities. The representative for Civil Aviation on the above Commission states that to date there is no outstanding man on the Air Commission and that the activities of this body are not particularly progressive.

## THE AIRPLANE AS A LIFE SAVER

Recently an official report from the Hampton roads Naval Air Station to the Navy Department tells of the midnight flight of the station doctor, Lieut. Angel, in a navy seaplane to Cape Hatteras to save the life of the wife of one of the employees at the radio station at the cape. The radio call for aid reached the air station, the report said, late at night, saying the woman was desperately ill. With Lieuts. Stump and Davidson as pilots, Lieut. Angel set out in a seaplane, taking the air half an hour after midnight and the machine effecting a safe landing at Cape Hatteras despite the darkness. Due to the promptness and efficiency in this emergency, there is no question but that the aid rendered resulted in the saving of the patient's life.

## FLYING IN EAST AFRICA

In an interesting lecture on "Flying and Sport in East Africa" given at the Mechanics' Institute, Bradford, Eng., recently, Lieut. Leo Walmsley, Royal Air Force, gave a splendid idea of the various types of country and spoke at length on the dense African bush. He stated many difficulties confronted the British fighting men out there, two of the chief being the intense heat and the extensive damage done by a small insect called the white ant. These pests, said Lieut. Walmsley, caused the destruction of several British airplanes. He gave a striking illustration of a whole hangar collapsing on to the machine through these insects having eaten away the large wood pegs. On the whole the flying conditions prevailing in East Africa were not as bad as were at first anticipated. It was a most extraordinary thing his hearers would think when he told them that he had left the ground where the temperature was 98 degrees in the shade, and travelled straight up into the region of dazzling glaciers.

know are the things which cause the great majority of accidents, and it is essential that all pilots have them constantly in mind. If every pilot who has had such an experience can bring himself to the point where he is willing to relate it for the benefit of his fellow pilots, many accidents and much loss of life and equipment can be prevented.

Two general classes of stories are desired. First, those in which we have done something particularly foolish and, second, those in which we have done something which we consider to be particularly good. It is very probable that the first class will be anonymous and that the second class will be signed. In either case, however, much benefit can be derived, and both classes are urgently solicited. It may be said in conclusion that no recommendation from this office for grounding a pilot will be given as a reward for a free and open confession.

So everybody give this heed, and let the heralds proclaim it throughout the flying fraternity. Send your contributions in at once to the Air Service News Letter.

## SQUADRON NEWS

Crissy Field, Presidio of San Francisco, Calif., Jan. 23.

The citizens of San Francisco, Oakland, Berkeley and, in fact, every community in the region of the Golden Gate and San Francisco Bay turned their heads upward last Wednesday night to view what they at first thought to be the Northern lights. Their imagination soon became strained, and much speculation was evidenced when the drone of a Liberty motor could now and then be heard on the waves of ether. The cause of all this commotion was due to the flight by 1st Lieuts. E. C. Batten and J. B. Patrick, which had for its purpose the training of the anti-aircraft battery of the Coast Artillery Corps stationed at Fort Winfield Scott. These pilots flew around for quite a while and the artillery tried in vain to locate them, but without avail. They soon judged the situation and turned on their flying lights so that they could give the Artillery the desired target. The beams of the searchlights would then pick them up, but the aviators could fox them at their will, and this would cause the searchlights to madly dart back and forth across the sky.

As some may know, Crissy Field is rather small, and with wind conditions at their best landings can only be made two ways. After the take off the wind, which was blowing across the short way of the field, developed into a gale, and grave concern for those in the air could be noted among the observers at Crissy Field. Two landings were attempted, but the pilots readily conceived the pending result should their wheels touch the ground under these conditions and gave her the gun and headed North in the direction of Mather Field. After some few minutes it was decided that they were bound for Sacramento and a happy landing at Mather Field. Thereupon a radio message was sent to Major B. M. Atkinson, commanding officer, Mather Field, to be in readiness for their arrival. Needless to say, the boys made Mather Field and said happy landing, returning to Crissy Field the following morning, much gratified over their experiences and the favorable report of the Artillery Commander.

A number of reserve officers put in their appearance at Crissy Field this past week for the purpose of getting a hop. All left in a satisfied mood and expressed the wish that they were regularly back in the game. Not a few admitted they would fly for the folks at home that evening, while others said: "Don't let this get in the papers, as I promised my wife," etc.

The following officers who have recently reported from the Philippine Islands have all been assigned to the 91st Squadron (Observation): Capt. Ross F. Cole, Lieuts. J. P. Richter, John B. Patrick, Burnie R. Dallas, Elbert W. Franklin and William R. Sweeley. They have all, with the exception of Lieut. Patrick, availed themselves of a leave.

Colonel Frank H. Lawton, 9th Corps Area, in company with Major H. H. Arnold, Air Officer, 9th Corps Area, as pilot, took off the other day for Mather Field, but due to the disagreeable weather conditions turned back to Crissy Field. The trip to Mather Field, however, was successfully made by airplane later in the week.

Miss Bernice Spencer of Eugene, Oregon, was the guest of Lieut. Batten and his aunt, Mrs. S. C. Allen, during the past week. Miss Spencer is evidently quite an enthusiast for aviation and was among those who nearly froze while watching the night flying here recently.

The Crissy Field Basketball Team has been having quite a bit of hard luck recently in the loss of three good men. It is still leading the Army League, however, and with the return of two men from leave the team will be materially strengthened and ready for the three big games that will practically decide the cup winner. Last night the 91st lost to the Townsend Gold Club 40 to 36, in one of the hardest fought games of the year.

Mr. C. F. Egge of Washington, the General Superintendent of the Air Mail Service, was a visitor at Crissy Field the past week, arriving on Saturday and departing on Monday. While here Mr. Egge had an important conference with the Commanding Officer of Crissy Field in regard to future policies, etc. Mr. Egge also inspected the new mail hangar and ordered several improvements to be made and authorized the erection of a new office building, to be constructed immediately.

The challenge for the Trap Shooting contest at Crissy Field has been accepted by the following officers: Major H. H. Arnold, Major George H. Brett, Lieut. W. C. Goldsborough and Lieut. Eugene C. Batten. On January 25th, the date set for the

Crissy Field, Presidio of San Francisco, Calif., Jan. 23, Cont'd.

contest, it will be decided "Who's Who and Why" amongst the Trap Shooters at this post.

The Crissy Field share of the proceeds of the Flying Circus recently given at the field amounted to the sum of \$1102.19, which was divided as follows:

Enlisted Men's Emergency Fund	\$500.00
Officers' Club Fund	\$402.19
Army Relief Fund	\$200.00

A council of six enlisted men has been selected to devise ways and means for expending the funds allotted the enlisted men for the benefit of emergencies among the enlisted personnel at Crissy Field, while a council of three officers has been selected to investigate and make recommendations concerning the expenditure of funds allotted the Officers' Club.

Crissy Field, Presidio of San Francisco, Calif., Jan. 30.

Two Standards from Rogers' Airport at Los Angeles piloted by K. W. Montee and E. L. Remelin, with William M. LeMoynes, a 72-year old Chicago business man, and his secretary, as passengers, landed at Crissy Field. Mr. Williams will transact business while in San Francisco and renew old acquaintances. The Airport pilots left the following day for Los Angeles and before their departure expressed much satisfaction for having landed at Crissy Field.

The Presidio Golf Club's team of Regular Army officers recently played the Reserve Officers on the Beresford Green and found themselves victors by a score of 16 to 3. The Army aggregation was composed of Major General Wm. M. Wright, Col. Benj. Alvord, Col. E. Wittenmyer, Major H. H. Arnold and Capt. R. W. Faucett. The winners accepted a challenge for a return battle to take place the coming week on the Presidio links.

Lieut. Emil C. Kiel, Post Adjutant, as pilot, and Operations Clerk M. A. McCarron as passenger, made a flight to Mather Field, and, with the exception of zero-like weather, we take it that the trip was enjoyed by both.

Major H. H. Arnold, Corps Area Officer, is wearing the smile that won't come off, due to the fact that his family have all survived their various illnesses which resulted in their being either confined to quarters or bed. Miss Ellen, the sunburnt maid from Mississippi, says: "If you all don as Ah says and wears red flannel the debil never wood git you and you aw-ways be fit to eat chicken". It has been heard that at this early date Major Arnold has purchased a whole bolt of red flannel.

Lieut. L. S. Post, Adjutant of the 91st Squadron, has had his wards pretty busy of late, as a result of which the Consolidated Mess Hall has taken on a new coat of paint and the floors the necessary oil to make them what they should be.

Capt. Andrew W. Smith, Flight Surgeon, reports that he has completed all of the semi-annual 609 examinations of the Regular Army pilots under his jurisdiction and is now engaged in examining the R.O.T.C. Air Service students from the University of California at Berkeley.

The Bachelor Officers' quarters are now being tinted and the Squadron insinua of the 91st Squadron and of Photo Section No. 15 have been effectively worked in on the new scheme of decorations. Needless to say, they have caused considerable comment as well as an equal amount of commendation for the manner in which they were executed.

Lieut. J. B. Richter, who recently arrived from the Philippine Islands and is now stationed here, but at present enjoying leave, surprised his friends at Crissy by requesting a transfer to Rockwell Field. When we say, however, that San Diego is Richter's home there seems to be ample reason for his action, and some of the boys add that there is a certain lady's daughter in San Diego who would be more than disappointed if the said transfer is not granted.

The Commanding Officer received a letter from General Patrick, Chief of Air Service, expressing his appreciation for the panorama picture of Crissy Field which the officers of the post sent him.

Fairfield Air Intermediate Depot, Fairfield, O., Feb. 11.

Lieut.-Col. Wm. E. Gillmore, Chief of the Supply Division, Office Chief of Air Service, arrived at this station on February 7th for the purpose of determining the quantities of supplies to be sold, which are located at Air Service stations scheduled to be abandoned.

Fairfield Air Intermediate Depot, Fairfield, O., Feb. 11, Cont'd.

Major J. A. Mars, Chief of Property Requirements Section, Office of the Chief of Air Service, spent Saturday, Jan. 21st and the following Monday, in this office coordinating the supply activities of the two officers concerned. This office (Compilation Section) is a branch of the Property Requirements Section, and many little questions which come up were satisfactorily settled and the functions of the two offices more clearly outlined. Major Mars' visit was very profitable and helpful.

ENGINEERING DEPARTMENT

This department has started work on the complete overhaul and repair of a Martin Bomber for McCook Field which is to be completed by March 1, 1922. Work is also progressing on the Martin Bomber, which was recently received from Langley Field, Va. This airplane is being overhauled, repaired and specially equipped for the Property, Maintenance and Cost Compilation at this station.

Five DH4B's were completely overhauled and repaired this week. Orders have been received for the converting of 13 DH4B's into special peace-time photographic airplanes. Recent instructions received direct that as many DH4 airplanes be converted into DH4B's between now and the end of the fiscal year as the general work will permit.

Captain Flounders from Godman Field was on the visitors' list this week, having reported to take his 609 examination.

In a very interesting race, Lieut. Haynes demonstrated to Lieut. Ballard that the Navy Vought could fly faster than a Fokker.

During the week of February 4th the production in the Engineering Department consisted of 7 Liberty 12A, 1 OX5 and 1 Wright "E" motors. There were also two DH4B's reconditioned.

Lieut. George V. McPike, accompanied by Sgt. Gisenberg of the Quartermaster Corps, made a cross-country trip to Indianapolis on Wednesday, Feb. 8th.

During the week of February 11th, the production work in the Engineering Department consisted of 3 DH4B's and 7 Liberty 12-A Engines.

Ellington Field, Houston, Texas, Feb. 4.

Only the weather has happened at Ellington during the last week, and it continues as bad as though it has made a New Year's resolution to be good. The last 28 days have brought forth only one and a half days of sunshine. Unless you've flown at Ellington Field or had delirium tremens, life still holds out a treat for you. If bad weather is to be the regular portion of Ellington Field, would suggest that McCook Field in future design airplanes that can be rapidly converted into perambulators.

McCook Field alleges that it is going to send a pilot to the First Group to actually take up the Orenco and give it a thorough test right up in the air. He hasn't come yet, but whether he does or not will hardly change the conviction of the tachometer-scarred veterans of the missing wing and broken strut - that it has not the nobler part of art to make the Orenco work. The Orenco: They roll not; neither do they spin.

It is hinted that Captain Donnelly may have read the recent News Letter of the First Group wherein the attention of all concerned was invited to the fact that we were away behind on crashes. At any rate, he gripped the joy stick in one hand and hard luck in the other and fixed us right up. On his dash to Post Field he had a forced landing at Temple, and quite a lot of things broke, including his voice. After repairs and verbal pyrotechnics he wandered on to Waco and broke some more. Having nearly run out of airplane by that time, Lieut. White ran the Delivery Service and he fixed everything up but the bad luck. Then the bad luck and the bad weather teamed up together, and another forced landing was spilt at Bryan. The weather was so awfully undecided, and so decidedly awful that it reminded the Captain of the dear old Army paperwork, orders, etc., on his desk, so he came home and landed O.K. The poor old D.H. was all tired out by that time. The Captain was going to use up his bad luck by leaving his guns around where they can be stolen, or walking with a saber, or something, and after the DH's begin to quiet down he will try it again.

Captain Hunter took off in a Chaundel and Spad from Kelly Field on Monday, and just as he got inside of Lake Ellington the motor died, but can you blame it?

Lieut. Lingle's DH died near Eagle Lake, but it had been at Ellington before.

Ellington Field, Houston, Texas, Feb. 4, Cont'd.

Lieut. Lingle deserves credit for landing the old sky truck right side up, since a wheel rolled off on a career of its own just as he touched the ground at Wallace.

Major Simmons reported Wednesday to take the Pursuit Course. He started on his instruction Thursday as a strap hanger on one of the amphibious JN's. He is to be shooed along in order to catch up with the rest of the students who know just lots more about mud.

The class of students under the oratory and purgatory of the three flight commanders - Lieuts. Blackburn, Tourtello and Matthews, and the benign rays of the prodigal sun, have completed their transformation work on SE5's and on Monday will start the second week's scheduled work, which contemplates acrobatics and cross-country flying. The four hours of S.E. shying they have had this week, being the first behind-the-foot-lights experience with pursuit types, was remarkable in that nothing of value was broken. To be perfectly clear about it, so that the above statement will not seem ambiguous and lead some to believe that a number of Orencos may have been smashed, let it be said that nothing whatever was broken.

The Orencos, by the way, are like lace-hung debutantes - they look enduring, but you must not get them out of their natural position. Success is not getting what you want, but rather wanting what you get.

To increase the incentive for enlisted men to qualify for the higher grades, to provide for such higher grades and prideful social organization and building, and to establish yet another institution of which the First Group may justly boast, the Noncommissioned Staff Officers Club has been organized. The Club officially opened on the first of the year, with a dance. The next festival by this rapidly-growing organization will be frapped on the 22d of February. The club building is the one which for sometime was used as an Officers' Club, and because of its location near the main gate, it's more restful than military architecture, and the grounds surrounding it, the club can be made one of the most attractive in the service anywhere. The gain to the member is instantaneous, for he is provided with a dignified social hall, a dance floor, a card room, a special and splendid mess, a place to take young women who appreciate the excellence of life; a Club, not for themselves alone, but also for their families. May it prosper like a Pomeranian in an old maid's home.

Lieutenants John Dynamite Wilson and Ronald Sidecurtains Hicks have received orders to proceed for the Islands in the Pacific. We have all seen Lieut. Hicks dance, and often thought that all he needed is a fire-proof grass dress and sabers for earrings. As the Pink Pants Recorder would say, we wish them luck in their new undertaking. But, Ah, Allah! what a blow to the local jail!

Take a dangerously muddy flying field, put in one S. E. 5, mix in one 100 proof chaudel, then stand back, put your hand over your eyes and poke in one d-e-a-d motor. Take on an empty bank account - guaranteed to have no hang over. If you live, get your friends to help you try another. Lieut. Johnson qualified thereof. The Hiss motor conked at just the wrong time, quite like a waitress. With a deft turn of the wrist, not to speak of his stomach, the aforesaid pilot put the S.E. right back where he got it, like you put back a hot April First penny, or a badger, if you've been on that kind of a hunt. Then he staggered around and patted everybody on the back a while. And, by the way, Lieut. Johnson one morning this week tested 17 airplanes besides doing his work.

Carlstrom Field, Arcadia, Fla., Feb. 8.

The Aerial Tournament and Field Meet to be held at Carlstrom Field on the 24th and 25th of February is going to be the biggest event ever put over at a flying field. Due to the probable closing of Carlstrom, it will be the last Meet of this kind in Florida for some time. No effort will be spared to make the Meet a great success. It is hoped to establish some new records that will last for some time.

The 4th Corps Area Basketball Tournament has opened and the first two games have been played. The Carlstrom Field team will leave the last of the week for Camp Benning, Ga., where the first game will be played. Carlstrom Field is playing under a handicap, as all the games are away from their home court. We put one over them in football, and they expect to bring home the sidemeat on the basketball court.

Carlstrom Field, Arcadia, Fla., Feb. 8, Cont'd.

Carlstrom Field is to lose one of its oldest residents when Major J. W. Clark, Field Director of the American Red Cross, leaves this week to take up the same line of work at Parris Island. This move is in keeping with the closing of Carlstrom, as this station will soon be put on the inactive list.

Mather Field, Mills, Calif., Jan. 24.

Friday, the 13th, long since known in all circles as a hoodoo day, proved a gala day for the fliers of this command, notwithstanding the strong wind which continued throughout the day. That date was the first day the fog had lifted for almost a week, and the training program, now covering formation flying, has been carried on since that time with not even a tire being blown. Practical instruction in airplanes and motors is being carried on along the line, particularly in the 28th Squadron, which is being organized and trained for service in the Philippine Islands. In addition to the Radio School, maintained by the E. & R. Department, a class of approximately 20 members has started a course in radio which is intended to prepare observers for a prospective Forest Patrol season. Not only is the receiving and transmitting being furthered, but study of the instruments used is being made with a view to developing radio mechanics as well as operators.

With the graduation of the first class of cadets, the duties of Commander of the Guard have fallen upon the members of the second class, who are in the midst of their advanced training, together with the administrative work in the various departments formerly done by their seniors, and the personnel of the Cadet Detachment has now been reduced to 21 members.

Visitors at the field during the week were Col. F. H. Lawton, Q.M.C.; Maj. H. H. Arnold, A.S.; Lieuts. E. C. Batten, John Benton, W. C. Goldsborough, H. A. Halverson, W. A. Maxwell and John Patrick, all arriving by air.

During the thirty-day leave which Lieut. Hugh C. Minter, A.S., is taking advantage of, Lieut. A. E. Waller has been detailed as Aero Supply Officer temporarily. Lieut. Minter plans to spend his leave at his home in Merced, Calif.

Grns. 12th Squadron (Obs.) Fort Bliss, Tex., Jan. 28.

Assistant Secretary of War Wainwright, Major General Harbord, Major General Hines and Brigadier General Howze inspected the troops on this post on January 25th. After the inspection of the Squadron personnel, ships and transportation, all ships were sent into the air for formation flying.

The squadron basketball team met defeat at the hands of the First National Bank team of El Paso, Texas, on January 28th, on the El Paso High School grounds, the score being 50 to 40. The squadron team was handicapped by the sickness of their star player, Private Fred Taylor, otherwise the game might have had a different ending.

Mitchel Field, L.I., N.Y., February 5.

Major and Mrs. Walter R. Weaver entertained the officers and ladies of the post at a dance at the Officers' Club on Friday evening in honor of their house guest, Miss Sterns. About sixty members of the garrison and outside guests were present. All appeared in costumes made from sheets and pillow slips upon which was painted or inscribed some fanciful design. The club was most tastefully decorated for the occasion with multi-colored crepe streamers and figures, flags and bunting. Dancing began at 8:30 and continued until eleven thirty, when supper was served.

Capt. Harry M. Smith and Lieut. Roland Birnn have gone on leaves of absence prior to sailing for Panama, to which station they were recently transferred.

Capt. Robert A. Kinloch and Lieut. Francis H. Valentine reported at Mitchel Field for duty, having recently finished the course at the A. S. Observation School at Fort Sill, Okla.

Work upon new quarters for noncommissioned officers has been started, and it is expected that 16 sets will be available for them and their families by March first.

The painting of the hangars and other buildings on the post is progressing, and already a cleaner and brighter appearance is presented. Every effort is now



Mitchel Field, L.I., N.Y., February 5, Cont'd.

being made to put all the buildings in good condition, so that when the weather opens up the entire personnel can concentrate their efforts on flying and the necessary repair and upkeep of the material.

The Enlisted Men's Club has been transferred from the old K. of C. building to the structure erected by the Red Cross. The latter is larger and more suitable, considering the enlarged strength of the command. The new club was opened on Thursday evening with a dance. About 100 soldiers with their guests from nearby cities were present. The dance was given by the Men's Bible Class under the direction of Chaplain Howard.

A Post School has been established, and the course of instruction will begin the middle of February. All illiterate and non-English speaking men will attend the regular courses, while special work and studies will be given to all specialists, both staff and technical.

Chanute Field, Rantoul, Ill., Jan. 21.

Flying has continued steadily during the week. Although about 8 inches of snow has fallen, the airplanes have kept consistently in the air. Cross country trips to Dayton, Ohio, were made by 1st Lieuts. James D. Givens, F. A. Lundell, A. G. Hamilton, James Paul, Henry E. Woolridge and Sgt. Paul S. Baer. Lieuts. Woolridge and Paul were detained at McCook Field for three days on account of the severe storms.

The 15th Squadron (Obs.) has been quite busy during the week. The radio sets on the airplanes have all been tested, and the airplanes received from the Fairfield Air Intermediate Depot checked over. The transportation equipment so far received from Camp Grant has been repainted and overhauled. The entire ordnance equipment has not been received, but is expected in the near future. Barring this, the squadron is ready to undertake any mission at any time. The coming week will be devoted to a review of flying covering landings in small fields, landings to a mark, formations, compass flying to Indianapolis, Ind., Dayton, Ohio, and Chicago, Ill.

A squadron basketball team has been organized and entered in the inter-squadron league of the field. In the boxing contests taking place in February, the 15th Squadron will be ably represented by 3 entries. It is contemplated organizing an indoor rifle team for Corps Area competition in the Spring. Interest in squadron athletics of all kinds is strong.

First Lieut. Louis N. Eller has been detailed as Post E. & R. Officer, vice 1st Lieut. James S. Eldredge, A.S., who is now assigned to the 15th Squadron. Lieut. Eller is an athlete of acknowledged repute, is enthusiastic about his work and has already done much to revive interest in post athletics since the recruiting campaign. It is interesting to note that there are many excellent athletes among the men recently enlisted, and Scott Field, Belleville, Ill., should receive some strong competition in the inter-squadron athletics that have been arranged. The Chanute Field Hostess House is increasing daily in popularity under the management of Mrs. Maude Richards, the new hostess. Several entertainments for the enlisted personnel are planned for the near future.

Seventy-two students will be entered in various courses of the school next week, bringing the total number of men under instruction up to 330. Men are being trade-tested for courses, and in addition are being given the "Alpha" test, at the rate of from 15 to 20 per day. All men at the field will be trade-tested by the end of January.

1st Lieut. Oliver K. Robbins returned from a 2 months leave of absence and has been assigned to duty with the A.S.M.S. Det., also as Director of the Course for Mechanics, Auto, in the Training Department.

First Lieut. E. L. Eubank, Adjutant of the School, recently returned from a 30-day leave spent with his parents at Port Arthur, Texas. He brought with him many tales of his prowess at duck shooting in the gulf country near Port Arthur. Contrary to the usual custom he ably substantiated his statements with a shipment of the spoils of his last hunting expedition, which resulted in a wonderful duck dinner at the Officers' Mess. The officers and ladies of the post are quite willing for the Adjutant to have another leave of absence in the near future as long as he promises to return therefrom laden with more wild ducks.

Chanute Field, Rantoul, Ill., Jan. 21, Cont'd.

The officers and senior instructors of the Training Department are hard at work on the preparation of instruction manuals. Two manuals are now under preparation, one for Airplane Mechanics and one for Airplane Riggers. Each book will be complete in its scope and will for the most part deal with the practical side of the subject. Great care is being taken to make the contents of each manual as comprehensive as possible and yet avoid needless theory and lengthy explanations. The men working on these books have all had over 5 years' experience with the Air Service, and it is the opinion of the officers at the school that these manuals will prove of great value.

Chanute Field, Rantoul, Ill., Jan. 28.

A general court-martial was appointed to meet at Chanute Field on January 27, 1922, the first to be convened at Chanute Field since the arrival of the Air Service Mechanics School. Several cases of desertion are to be tried.

Major Frederick L. Martin, Commandant of the A. S. Mechanics School, and 1st Lieut. Henry W. Kunkel, Engineering Officer, made a cross country flight to Chicago, landing at Checkerboard Field, the Air Mail station. They left Chanute Field Jan. 27th and returned the day following.

The radio truck of the 15th Squadron was received this week. The radio apparatus on the airplanes is being put into working condition, and several communications problems will be worked out as soon as weather permits. The schedule of training laid down for the past week was somewhat handicapped by the loss of one of the pilots, Lieut. James S. Eldredge, who was relieved from flying duty pending a decision of the Chief Surgeon, Air Service. Practice flights were made daily. All of the officers in the squadron are eager for the coming of good weather so that they may participate in the various maneuvers in the 6th Corps Area.

Major Wm. H. Smith, Medical Corps, Post Surgeon, was granted leave of absence to attend the funeral of his father.

A summary of the operations of the Training Department of the School for the week ending January 27, 1922, is as follows: Graduates: Mechanics, airplane, 10; Mechanics, airplane engine, 8; total 18. Students in courses: Armorers, 14; Blacksmiths, 5; Cabinet makers, 5; Clerks, General, 17; Draftsmen, 4; Electricians, ignition, 16; Mechanics, airplane, 40; Mechanics, airplane engine, 49; Mechanics, auto, 14; Machinists, 7; preparatory training for assignment in the above courses, 185; total enlisted 306; Officers, Air Service Reserve, 3; Officers, Foreign, 3; grand total 311.

March Field, Riverside, Calif., Jan. 28.

A rip-snorting baseball game was played at Ross Field, Jan. 27th, between the Ross Field officers and the officers from this post. A three-bagger with the bases loaded tied up the game in the 8th inning, but the balloonists managed to squeeze a run across in the 9th and, although March Field had two men on in their half, another run was not forthcoming, and Ross Field camped on the long end of a 6 to 5 score.

The recruiting drive from this field has been very successful to date, and it is expected that the 19th and 23rd squadrons will be at full strength in the near future.

March Field, Riverside, Calif., Feb. 7.

Orders have been received for the assignment of those officers who are not to be included in the movement of the 19th and 23rd squadrons to Hawaii, and everyone is now at ease for a time. After the departure of these squadrons, Captain H. H. George, Lieuts. C. R. Melin, F. B. Wieners, E. H. Tonkin and H. D. Smith will join the 18th Squadron at Rockwell Field, and Capt. A. F. Herold and Lieut. A. B. Pitts will go to Mather Field for assignment to the 9th Squadron. Lieut. Charles A. Horn has just received orders to attend the Air Service Communications School at Post Field.

Flying time for the past ten days has been curtailed by snow and rain storms. A few web-footed pilots, however, ventured out in spite of weather conditions and succeeded in keeping up the record enjoyed by the field for almost uninterrupted flying. Only two planes had to be hauled out of the mud.

March Field, Riverside, Calif., Feb. 7, Cont'd.

A two-act comedy sketch, written and directed by Bugler Sam Heatwole of the 23d Squadron, and a dance given by the enlisted personnel, marked the closing of the post Service Club, Friday, January 27th. A feature of the dance was a clever exhibition of terpsichorean art by Private R. E. Robertson, who chose as his dancing partner one of the attractive guests from San Bernardino.

Lieut. Earle H. Tonkin, who had facetiously been called a contestant for the prize once offered for a trans-Pacific flight, did not fare so well in a recent encounter with a typical down East snowstorm. A party of motorists who witnessed his dead-stick landing reached him sooner than did the Japanese fishing boat on the occasion of his Pacific adventure, but not before he had received facial embellishments that would cause pangs of regret to a man more concerned about his charming features. The field in which Tonk was obliged to land was in the San Bernardino mountains, and was more suitable as a playground for mountain goats than for a landing field. Such a sudden snow storm must have been disconcerting to a man who has lived so long in the tropics.

There has been much packing of household goods, shipping of automobiles and clearing up of records included in the activities of the post during the past week, for 12 officers are taking off for Hawaii, to be assigned to squadrons now on duty there. This exodus will leave March Field considerably depleted of commissioned personnel, and it will break up many pleasant and long time associations.

France Field, Panama Canal Zone, Jan. 28.

As gallant a fight as a crew have put up in many a day, with life as the stake, was made by the skipper and crew of the "Put-Put", one of the fastest and most reliable motorboats of the Marine Transportation Department.

On board were Lieut. Kenneth Garrett, the skipper, Corporal Hiatt and Pvt. Lawhead, the crew, who had started on a fishing trip up the Chagres River. The "Put-Put" was making full speed ahead toward the mouth of the Chagres River, when she was caught in a breaking surf and the current of the river. The magneto was shorted by a spray which swept the engine room and threw the boat off its course. Anchor was dropped, and as the boat swung around another large wave caught her broadside and the sturdy craft went down to her watery grave, leaving only the three passengers and three life belts afloat. Luck was with the passengers and they managed to don the life belts while in the water. Then began the exhausting struggle with the surf of the sea and the current of the river. After a three-hour battle with the waters, the passengers were washed upon the beach about a mile below the mouth of the river. They reached a nearby village where they secured dry clothes, something to eat and a place to rest.

Lieut. Homer B. Chandler, who has been on an extensive leave of absence in California, returned on Thursday, accompanied by his wife who has been visiting in the States since October. Lieut. and Mrs. Chandler report a very pleasant visit, but are glad to get back on the Zone.

There is no midway station for France Field when they start out to do things. So when we wanted a first class ball team we hustled and produced one. And let's stop right here and say that we surely have produced "some ball team", a team that put up a fight that will long live in the memories of those fans who watched the second game of the Army and Navy League at Fort Amador on Wednesday afternoon. The officers, enlisted men and civilians of the post demonstrated their interest in the team by chartering a special train to Fort Amador to root for the team. Among those present were several Shakesperian parrots, brought along to root (?) in case a poor decision was made by the umpire. These birds are quite talented, speaking two languages - English and profane. With the Fort Amador band playing "Let me down easy, boys", the game started off with a yell and a whoop that registered an earthquake shock in the Hydrographic Office at Balboa Heights. Lieut. Albrook of France Field was cheer leader, and made a classy stentorian rooter, as he has the largest bellowed lungs of any man on the Isthmus. Little Fritzie Clark, mascot for France Field and the 5-year old son of Lieut. and Mrs. Clark, captured the hearts of both the opponents and home team when he could be heard yelling at his father who was at bat, "Just one little hit, daddy -- mamma says you walk home if you don't".

The game was a pitcher's battle, with France Field's popular star, Johnny Eisel, pitching a stellar game. France Field put over the only run of the game in the seventh inning.

France Field, Panama Canal Zone, Jan. 28, Cont'd.

France Field made it three straight wins on Wednesday when they defeated the fast Corozal nine 9 to 3. The losers put up a game fight, but could not overtake the lead that had been gained on them in the first inning.

Kelly Field, San Antonio, Texas, Jan. 28.

An effort is being made by a committee of officers at this station to interest the command in the construction and development of a practice golf course. A careful survey of the situation has been made, and the plan is perfectly feasible and capable of accomplishment. The committee examined that part of the military reservation to the west of the recently constructed steel hangar and finds it admirably suited for a short practice course. Many natural hazards exist, and the soil and general terrain would require very little work to put it into condition. The grass situation has been investigated, and it was determined that grass in the fairways can be kept down. Cinder "greens" coated with sand, well oiled, have been found to offer an excellent substitute for the grass greens most commonly used.

Lieut. Stevens, well and favorably known to all officers who have sojourned at March Field, as a dispenser of delectable viands, visited Kelly Field on Saturday. Steve is en route back to March Field after having spent a two months' leave in touring the U.S. He reports having visited Post Field (we cannot understand why) where he found all his former "clients" looking fit. Steve somehow looked unnatural, not being in his customary post of trying to get five miles more per hour out of his Cadillac.

An aerial visitor might think Kelly Field is harboring an unusually large colony of golfers these days. The flying field is dotted with white flags. Lieut. Wm. A. Hayward is charged with the Herculean task of making Kelly Field as smooth as a pool table. Truck load after truck load of dirt is swallowed up, and yet the holes and flags persist. One O.D. reported the other day that there were numerous holes on the flying field not spotted by flags, but Lieut. Hayward countered with the assertion that enough white cloth hadn't yet been made for this purpose.

2nd Group (Bombardment)

Considerable interest is being manifested in the games of the Bombardment Group Basketball League. The 4th Air Park stands out conspicuously with a percentage of 1,000, having won all of the four games played. The 11th, 49th and 20th Squadrons are tied for second place, having won and lost two games each.

The players on the Post basketball team have been selected, but the names have not been announced as yet. Lieut. Evans, coach, is developing a quintet which it is believed will prove a factor in contest for title in this vicinity. If the weather continues as it has been for the past ten days, the present student class will graduate in 1923, or thereabouts. Rain and more rain has been the menu now for so long that the boys are crying for a change of diet. The students are still trying to do the expert mechanics at the Air Intermediate Depot out of a job on assembling and repairing of motors and rigging of planes. W. O. Howry is busily engaged in making an aerial flight map for the State of Texas. The map when completed will be an enlargement of the Rand-McNally map and will be to scale of five miles to inch. When completed, it is hoped to be able to check this map and fill in details by observation and photography from the air.

Capt. E. C. Black, of A.E.F. fame, is very much occupied these days in cross-country flights. He is trying to see that our officers break more clay pigeons for one thing, and then he is also charged with the task of constructing a primary 60 ft. machine gun range. To see his detail plowing and digging one might imagine that he is getting ready for the spring planting.

Aerial visitors who "dropped in" on us during the past week were Capt. Dixon, and Lieuts. Andrews, Summers and Morris, all of Ellington Field.

Waco, Texas, was the latest objective for the Bombardment Recruiting party. Lieut. Davies, O.I.C., reports that the raid was quite successful, twenty recruits having been secured.

1st Lieut. D. H. Dunton returned to duty from sick in hospital at Fort Sam Houston, Texas, where he had been for several weeks past due to injuries received in an automobile accident.

Kelly Field, San Antonio, Texas, Jan. 28, Cont'd.

3rd Group (Attack)

Due to the inclement weather, little flying in the 90th Squadron, except test, has been engaged in during the past week. The GAX has been flown for several hours, although some trouble has been experienced due to defective starting battery that does not hold a charge properly. Special missions, photo and cross-country engaged in by the 8th Squadron were as follows: Special Missions, 9 flights, 635 minutes; Command Missions, 2 flights, 200 minutes; Cross Country, 4 flights, 340 minutes; Photo, 9 flights, 775 minutes; a total of 1750 minutes, which, with other type of flights, make the total number 39, for 3920 minutes, for the week past.

The 90th Squadron basketball team has been organized and is now under the able direction of Lieut. Evans, Kelly Field's individual star, who is also playing on the team. The second game with the 26th Squadron was lost by a narrow margin on fouls. After this game Lieut. Evans took a hand and whipped the team into shape so that it became the dark horse of the Group, administering defeats to the crack 13th Squadron and to the band, the latter team having beaten every other team in the Group.

Lieut. "Dinty" Moore has acquired "class" during the past week. This genial gentleman can now be seen sporting around the Rue de Hangare in a Cadillac chummy de lux. Where did you say that oil well was, Dinty?

Lieut. Duke has been appointed Property Officer of the 90th Squadron. He's still wondering - "What they got against ME?"

Sergeant Barros, 90th Squadron, during a recent speed contest, made the highest mark in code reception at the Post Educational and Vocational School, Radio Division. Sergeant Barros succeeded in receiving correctly twelve code words per minute, the next nearest competitor being Private Hart, also of the 90th, who copied ten words correctly.

Langley Field, Hampton, Va., Jan. 28 - Feb. 11.

Major Ira Longanecker from the Inspector General's office was on the field during the week of Jan. 28th making the annual inspection. While here he was the guest of Col. and Mrs. Danforth.

First Lieut. Whitley has returned from a three-months tour of Europe and Northern Africa.

The Langley Field Basketball League opened Monday night, Jan. 30th, by the Field Officers School quintet meeting defeat at the hands of the 14th Squadron by the score of 18 to 12, and by the Airship five forfeiting their game to the Photo School.

Captain Easterbrook and Lieut. Cover left for New York on Feb. 1st on business pertaining to the assembling of the giant bombing plane "Owl".

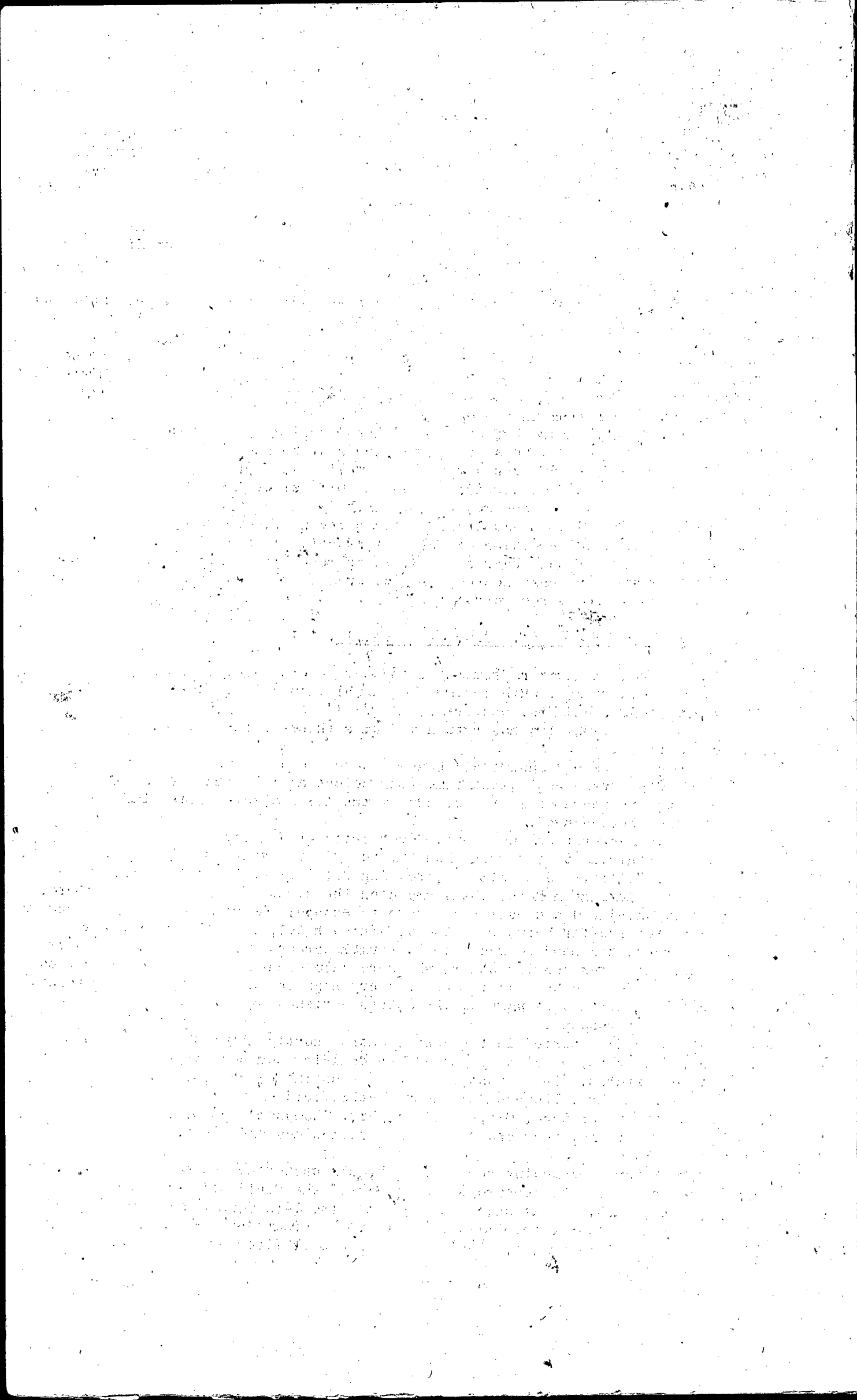
Lieut. Winfield S. Hamlin, Recruiting Officer for Langley Field, was a guest at the Lexington Hotel in Richmond on the night of the fatal fire there. He escaped uninjured and assisted others to escape. He states that fire escapes were very few and far between in the ill-fated hotel, but that wrapping a blanket around his head he was able to stumble around until he found the back stairway; and after showing others who were calm enough to be shown the way out, he escaped. He said the excitement was very high on the third floor, where he was, and that he thought some of the guests perished because they were too excited to try to escape.

A fire which started in the Post Theatre shortly after 3 o'clock Sunday morning, Jan. 29th, completely gutted the building and destroyed the furniture and stage fixtures. The amount of damage is estimated at \$15,000.

Lieut. and Mrs. Thompson are leaving the field en route to the Philippines, stopping off at Saratoga, Fla., to visit Mrs. Thompson's people.

Lieut. Nutt has been ordered to the Philippines and Lieut. Johnson to the Hawaiian Islands.

During the week ending February 11th, six basketball games were played. The 50th Squadron took the measure of the teams of the Field Officers' School, and the 3rd Air Park. The airship team defeated the 14th Squadron and the Field Officers School fives; the Third Air Park team defeated the Fighting Foto Five, and the latter team sent the Field Officers School five down to defeat.



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

FOR RELEASE MARCH 10, 1922.

PERILOUS FLYING IN THE PHILIPPINES

Members of the 3rd Squadron (Pursuit), stationed at Camp Claudio, Paranaque Beach, Philippine Islands, experienced thrills on Thursday and Friday, January 12th and 13th, calculated to bring premature gray hairs, and make old and seasoned "birds" sit up and take notice. Thanks to a kindly Providence, they had happy endings, but it must be admitted that old J. Christopher surely sat astride the hood.

At 12:25 p.m. on Thursday, seaplane 241, Major Gilkeson, passenger, with Captain I. H. Edwards of the 2nd Squadron as pilot, on checking up, was found to be forty minutes overdue, having been reported as departing from Kindley Field on "The Rock" (Corregidor Island) at 11:15 a.m. A reconnaissance plane was immediately sent out on a search, but failed to radio any favorable news within an hour. All sorts of conjectures were formed and voiced and all but the crepe hung. Some said that Major Gilkeson, never before having flown a seaplane, had taken the stick, as he had mentioned before departure he intended to do, and that they were now as good as Jonahs, only in a shark's belly. Some said the high sea had surely done for them. At 1:20 p.m., however, the following message was copied by the ground station from Captain Moore, observer in the reconnaissance plane:

"Am circling seaplane over water five miles southwest of Corregidor".

From then on it was easy work. Reconnaissance plane hung a dropped message over the door at Headquarters, Kindley Field, calling for the rescue boat to lay on it, and in no time the seaplane was in tow for smoother waters. The Major and Captain Edwards finally arrived home by tug at 7:30 p.m., drenched, hungry, and glad that most of their flying is done over land, where, if you can get out of it at all, you can at least scare up more than the unsatisfactory emergency ration of hardtack.

The near tragedy on "Friday, the 13th" is woven around the following wires which kept the air hot between Corregidor and Camp Claudio for several hours:

Radio #1 from C.O. 3d at Paranaque to C.O. Kindley on Corregidor:

"Second relief plane for Fort Frank departed this station at 12:15 p.m."

Radio #2 from C.O. Kindley to C.O. 3rd:

"First plane on Fort Frank left target course at 12:25 for Paranaque (station of the 3rd)".

and the third from C.O. Kindley to C.O. 3rd:

"Firing at Fort Frank over for the day. Second relief plane has not arrived."

Then action commenced and the following wired to the C.O. Kindley Field:

"Neither first plane on Fort Frank nor its relief plane have returned or arrived at this station at 1:30 p.m. Patrol plane #941 took off to search and reconnoiter Corregidor and Carabao Islands at 1:30 p.m."

From then on all might have run smoothly to a calm conclusion had not matters been complicated by the telephone line going out between Paranaque and the Fort Santiago radio station in Manila, six miles north, which was being used at the time, the necessity of using motor transportation without gasoline to circumvent this inconvenience, and intermittent showers with fabric covered props. At 1:44 p.m. the search plane reported one plane spotted on the beach ten miles west of Cavite, but without furnishing information as to whether it was the first plane or the second one. This served to keep those on the ground awaiting returns on a status of "up in the air", for the first plane had now been out for over three and one-half hours, while the second plane had barely eaten into its fuel supply, and if it was the first plane on the beach then surely both planes would eventually be safely accounted for. Finally, the plane on the beach was identified as

being the second plane, of which Lieut. Cy Bettis was the pilot, with Sergeant Dawkins, observer, which fact greatly increased the apprehensions for the first plane, which was now out for over 4½ hours without word. Lieut. Edward Guilford, however, still survives to tell the tale of the first plane, from which, through some fluke in communications - believed to be the broken telephone line - nothing was heard by Kindley Field on the 3rd Squadron until 3:20 p.m.:

"On Friday, January 13th, 1922, I was detailed as observer, with Major Gilkeson as pilot, to adjust the fire of a 14-inch rifle battery located on Carabao Island at the mouth of Manila Bay. After carefully checking over our equipment, required at regulations, such as emergency rations, canteen of water, life preservers, pistol, rope, and, of course, the usual observer's equipment, we took off at 9 a.m. from Paranaque Beach, just south of Manila, and flew to our objective, where we checked in with the panel station on the little island.

The weather was unsettled, heavy clouds at 3,000 feet coming from the south frequently forced us down in order to observe the panel station. At 11:00 a.m. the clouds closed in over the Fort and settled down upon the water, completely obscuring the moving target from the Fort. By dropping to 1,000 feet we were still able to keep the target in view, although obscured by fog and by a steady rain which began to fall at this time. A radio message was sent to the panel station stating the facts and requesting them to fire, as we could easily adjust, but due probably to the risk of hitting the tug no shots were fired. At 11:30 the approaching low-hanging clouds made it evident that a general storm coming off land would occur very shortly, and as the tug had gathered up its targets and appeared to be headed for its home port, we sent a message announcing our departure, and headed for Paranaque Beach.

We had proceeded a very little distance when through a rift in the clouds and light rain we could see both the Fort and the target. Accordingly, we flew back, radioing the Fort that we were ready to observe, and asking if the battery was ready. Receiving the panel "Observe on Target", we flew to the tug, which we found in the act of casting loose its targets and turning about to get on its proper course. Two shots were soon fired and spotted by us, when the storm again closed in over the Fort, obscuring the target. This time the clouds settled in from all landward directions, and a steady heavy rain began to fall, making it necessary to throttle the motor to save the propeller, and causing us to come down to less than 1,000 feet in order to see "bottom".

We quickly saw that flying at this low altitude was extremely dangerous, due to the mountainous vicinity, and as any possible course to Paranaque Beach was shut off by the heavy fog and rain, we were in a serious predicament. Clear weather lay only to seaward, and our gas supply was not to be depended on for more than one hour.

Two alternatives were open - effecting a landing on the water close to shore, or flying up the China Sea coast to Subic Bay, crossing the mountain range and landing at Clark Field, a distance of 70 miles. The Major chose the latter, and it became a race to beat out the storm so that we could cross the mountains ahead of it.

The trip northward to Subic Bay was uneventful. The China Sea lay below us to our left, and the mountain range, with the storm rolling toward us, was to our right. The shore line was plainly visible, and while this part of the island was practically uninhabited, we knew we could land on the water in case of trouble and eventually hail a passing fishing banco or sailing canoe. We were climbing steadily, and upon reaching Subic Bay had an altitude of 7,000 feet. Here we found the storm had beaten us. Would the Major take to the water with consequent isolation from civilization for a week or ten days or would he make the attempt through the clouds and rain over the mountain and thence down into Clark Field? I quickly saw that the latter course had been chosen. Into the storm we plunged. The sun disappeared, as did the ground, and rain almost blinded our goggles. Below and ahead of us, somewhere, lay the mountains, uninhabited except by bands of Negritos and, perhaps, head-hunters. No white man has ever penetrated very far into them, because of the impenetrable growth. If our motor quit for any reason we would have to effect a landing in the tree tops of the jungle and then cut our way to civilization. On and on we flew through the clouds and rain for twenty minutes, and then I felt the Major throttle the motor and head the plane down. Several times we were sure we could see the black side of a mountain through the rain ahead of us. Eventually a hole appeared, and diving through it we caught our first glimpse of the ground. It was the mountain side sloping down ahead of us.



Still gliding down we passed under the heavy clouds, and below us in the rain lay the sugar fields of Pampanga with Clark Field in the distance. Our motor had been running steadily for 3 hours and 20 minutes, and now commenced to miss badly, oily plugs evidently being the trouble, but flying minutes more we landed at Clark Field, with one more experience to our credit in the game of flying."

AIR SERVICE SEEKING CANDIDATES FOR APPOINTMENT AS FLYING CADETS.

Young men of this country who are interested in aeronautics will be attracted by the announcement that examinations are now being held at various Air Service stations for the purpose of securing eligibles for appointment as flying cadets. The following are eligible for this appointment:

- a. Enlisted men of the Regular Army.
- b. Civilians.

Candidates must be, at time of application:

- a. Unmarried male citizens of the United States.
- b. Between the ages of 20 and 27 years.
- c. High School graduates, or possess the equivalent of a high school education.
- d. Of excellent character.
- e. Of sound physique and in excellent health.

The base pay of flying cadets is \$75 per month, which includes extra pay for flying risk. The ration allowance will not exceed \$1.00 per day; the other allowances, such as clothing, equipment, etc., are those of a private, first class, Air Service.

Applicants from civil life will be required to pay all expenses incident to their appearance before the examining board for examination, and no claim for reimbursement of expenses incurred prior to enlistment will be considered.

The term of enlistment is three years. As the course, due to unforeseen conditions, may extend beyond one year, flying cadets are enlisted for three years, but will be discharged upon completion or failure to complete the prescribed course, and will not be required to serve the unexpired portion of their enlistment period.

Flying cadets who successfully complete the prescribed course of training will be commissioned Second Lieutenants in the Air Service Officers' Reserve Corps (inactive status) and, upon discharge, receive such travel pay and other allowances as are given other enlisted men when discharged from the service.

Examining boards are now located at the following stations:

- |                                  |                                                        |
|----------------------------------|--------------------------------------------------------|
| Mitchel Field, Long Island, N.Y. | Ellington Field, Houston, Texas.                       |
| Bolling Field, Anacostia, D.C.   | Crissy Field, San Francisco, Calif.                    |
| Langley Field, Hampton, Va.      | March Field, Riverside, Calif.                         |
| Carlstrom Field, Arcadia, Fla.   | Mather Field, Sacramento, Calif.                       |
| McCook Field, Dayton, Ohio.      | Ross Field, Arcadia, Calif.                            |
| Chanute Field, Rantoul, Ill.     | Philippine Dept., Manila, P.I.                         |
| Scott Field, Belleville, Ill.    | Hawaiian Department, Luke Field, H.T.                  |
| Post Field, Fort Sill, Okla.     | Panama Canal Dept., Cristobal, C.Z.                    |
| Kelly Field, San Antonio, Texas. | Montgomery Air Intermediate Depot,<br>Montgomery, Ala. |

The next class for the training of cadets in heavier-than-air (Airplane) is scheduled to commence about July 1, 1922, and the next class for the training of cadets in lighter-than-air (Balloon and airship) is scheduled to commence about September 25, 1922.

Due to the reduced strength of the Army, the number of appointments to this grade will be limited, but it is expected that it will be possible to appoint about 150 for the coming class. Applicants should if eligible for this appointment, communicate with the Office of the Chief of Air Service, and application blanks and other pertinent information in regard to this training will be promptly furnished.

WINTER SPORTS AT BOLLING FIELD

During the slack flying days accompanying the recent deep snow, flying was kept up to a certain extent by fitting a "Jennie" and a Fokker with landing skids or skis. These were suggested and roughly designed by Major Scanlon, Commanding Officer, and worked out, completed and fitted by the Engineering Department.

They proved entirely practicable on either hard or soft snow and were pronounced the best ever seen by all who observed them. Specifications, photographs and blueprints of same are being assembled for submission to McCook Field. Diversion during this period was created by a volley ball game in the deep snow by the officers, who wore bathing suits and were barefooted. Then the "Jennie" with a toboggan hitched on the rear was taxied around the field and furnished thrills for the fair occupants of the toboggan.

#### OFFICERS CLUB AT BOLLING FIELD NEARING COMPLETION.

The enlargement of the Officers Club Room is nearly completed and will be formally opened on the night of March 3d, upon the conclusion of the monthly review also scheduled for that day for the benefit of General Bandholtz, commanding the District of Washington.

#### CROSS COUNTRY FLYING AT MATHER FIELD

In the cross country formation for cadets, carried on under the supervision of the Post Operations Officer, Crissy Field, Presidio of San Francisco, Calif., is used as the destination for these flights, with Lieut. P. L. Williams as Flight Commander. The total number of miles flown during the month of January in connection with this advanced training is: Linear miles flown - 12,700; Man Miles flown - 25,400.

#### RADIO RECRUITING PUBLICITY

Mitchel Field has been actively engaged in recruiting for some time, but the past week saw the most novel experiment in Air Service recruiting publicity yet tried out. The following message was broadcast by means of the radiophone;

"This is EM5, the United States Army Air Service Radiophone station at Mitchel Field, Garden City, Long Island, New York. Opportunity in the form of an enlistment in the United States Army is knocking at the door of many men tonight thru the instance of the radiophone. The Air Service at Mitchel Field is sending out its call broadcast for men of good character between the ages of eighteen and thirty-five; to men who make the most of an opportunity to learn a trade, to develop their character and to improve their physique. Two hundred such men are needed at once at Mitchel Field to learn the specialized work of the Air Service; to become expert in one or more of the twenty odd trades that comprise aviation, - trades which in turn are more or less allied with the motor car, thereby offering an opportunity for employment in two or more important industries in civil life upon the completion of a three-year enlistment. Interest in a man's work is the greatest single factor in his happiness and efficiency, and with this fact in mind each man in the Air Service is given work for which he is best fitted. Congenial work is work that is commenced with interest and completed with success. Travel in itself is an education, and at the present time two aviation squadrons are forming at Mitchel Field for duty in Panama. There the work of the Air Service will be carried on identically as it is here, and those men who enlist for these squadrons will truly have the opportunity to earn, learn and travel. The Air Service of the United States Army today is looking for men who will meet it half way, men who will make the most of opportunities offered and become of value to the service, thereby fitting themselves for promotion in the Air Service, and remunerative employment in civil life in the event that they do not reenlist. Men who are listening - by that fact - demonstrate their interest in radio work. The United States Army today is probably the biggest single exponent of the radiophone, and the Air Service offers practically unlimited opportunities to learn this interesting work from every angle. With its present increasing popularity, no one can forecast the vastness of its future, but it is safe to say that in the next few years there will be an opportunity for the trained man in this field of endeavor that will be comparable to the early days of the motor car. The

Air Service today presents its strongest appeal to the young man mechanically and electrically inclined but, who thru lack of experience, is unable to fill a position in a commercial shop. One enlistment in the Air Service well spent will fit that man to hold his own in any trade that he may have followed in the service. If you think that you have the qualifications and desire to join the Air Service you should apply to the Recruiting Officer, Army Building, 39 Whitehall Street, New York City, for further information, or better still, come out to Mitchel Field and see an aviation field in actual operation and have the Post Recruiting Officer go into the matter with you in detail. Who knows but what this may be the very opportunity you are waiting for."

Thus it was possible for everyone for miles around and ships far out at sea to hear Mitchel Field's call for two hundred men. After sending out the above call, the field is now determined to back up every statement made, in order that men reporting to this station for enlistment will not be disappointed in their desire to learn a technical trade to which they may turn upon going back to civil life.

#### ANTI AIRCRAFT PRACTICE AT CRISSY FIELD.

Lieutenant B. S. Catlin, Jr., as pilot, and Private A. Hartner, as radio operator, recently made an altitude flight of 17,200 feet in connection with the anti-aircraft practice of the Anti-aircraft Battalion of the Coast Defenses of San Francisco. Conditions were very favorable for the flight, and the airmen were able to keep in radio communication at all times with the battery for which they were simulating a target.

#### DUPLEX RADIO EQUIPMENT INSTALLED IN AIRPLANE.

One of the airplanes of the 90th Squadron at Kelly Field has been specially equipped with radio, transmitting and receiving, together with an SCR-72 amplifier. Two generators are used with a special change-over switch, which eliminates several articles as regularly installed with the service SCR-73 set. Two antennas are used, one for the transmitting set and one for receiving, the system being known as duplex radio by which transmitting and receiving can be carried on at the same instant. The ship has been tested with the new high power radiophone of the First Wing, with good results, although it has not been possible to make distance tests as yet. The ship is the only one of its kind in the Eighth Corps Area at present. Radio music has been successfully transmitted from the ground to the ship at four thousand feet.

#### COAT OF ARMS FOR THE 3RD GROUP (ATTACK)

Notice has been sent by the Chief of Air Service to the 3rd Group (Attack) stationed at Kelly Field, San Antonio, Texas, that the design for the Group coat-of-arms and crest, submitted by Major L. G. Heffernan, commanding officer, for War Department action, had been approved. Very few changes were made in the original design, and those that were made did not in any way alter the intent or significance of any part of it. Much effort and time were put forth on this design, and the small number of changes made by final authority fully justify all the pains taken to have a design which would be heraldically correct. It is believed that this Group will be among the first, if not the first of the Air Service Groups to receive their Group Colors. Due only to the assiduity and diligence of Major Heffernan and Staff Sergeant Floyd L. Parker, the artist, was this possible. The following is a fairly accurate description of the coat-of-arms:

Shield. Party per bend and sable in chief a cactus (prickly pear) or a bend azure fimbriated of the third, all within a bordure argent charged with nineteen crosses patee of the second.

Crest. On a wreath of the colors an arm couped near the shoulder paleways with and clenched proper between two wings conjoined in lure argent.

Motto. Non solum armis.

The shield is divided diagonally into the original colors of the Air Service, green and black, and over the dividing line is a bend of the nearest heraldic equivalents, blue and yellow, to the present colors of the corps, ultramarine blue and golden orange. On the green portion of the shield is a yellow cactus in commemoration of the first service of the Group along the Mexican border. Around the shield is a white border with black German crosses of the number of victories credited to the Group in the great war. The clenched fist in the crest was decided upon to signify the nature of the Group "Attack", after many different suggestions had been carefully considered. Nearly every event in the history of the Group, with the exception of the change in designation from Surveillance to Attack, is recorded either in the arms or the crest. Owing to the fact that the Group is a comparatively new organization, it was deemed advisable to leave one major portion of the shield blank, which would allow for the addition of a change in the arms to commemorate some future event or achievement in the history of the Group.

The motto - Not by arms alone - is intended to convey the idea that the Group, in the performance of its duty, is not only familiar with the science of arms but also aeronautics, mechanics, photography, radio and other allied arts used in modern offensive warfare.

The Group consists of the 104th (now 13th), 8th, 26th and 90th Squadrons. The original units date from 1917 and the present designation from 1919.

Requisition for the required colors for the Group has been submitted to the Quartermaster General, Washington, D.C., and advices from the Chief of Air Service are that the Quartermaster General will have prepared in his office two drawings of the approved coat-of-arms and crest. One of these copies will be sent to Schuylkill Arsenal, where the flags are made, and the other, a colored picture, will be sent to the 3rd Group (Attack) and become its property. The complete colors, it is understood, will be delivered in the very near future.

#### HOPPING OFF THE CLIFF.

A contributor to THE MOTOR (South Africa) states that, according to stories told by the natives of Hawaii, all the thrills of flying were enjoyed by the Hawaiians centuries ago. Their ancestors secured their aerial excitement by jumping off cliffs into the sea in home-made airplanes. They made a regular game of it, known as "lele pali", or "jumping from the cliff". It was played up to a hundred years or so ago by natives who lived near groves of loulu palms, near high cliffs overlooking the sea. The game was played with large contrivances built of light but stout sticks and overwoven with loulu palm leaves. Several of these affairs were made ready, the Hawaiian "aviators" took their seats and were pushed over towering cliffs. The adventurer who remained longest in the air was the winner. Frequently an airplane, owing to the carelessness or over-excitement of its "pilot", executed a nose dive after the fashion of the twentieth century machines. The only damage was the loss of the game. Old Hawaiians say that their flying men were exceptionally skilful. The only means they had of guiding their crude appliances was to shift their weight to maintain balance as they zigzagged down toward the sea. A fleet of outrigger canoes was anchored off shore to pick up the sportsmen and retrieve the "planes". Exceptionally daring Hawaiians, it is said, often hopped off thousand-foot cliffs on the mainland.

#### THE CLARENCE MACKAY TROPHY.

In the article on the award of the Clarence Mackay Army Trophy on January 9th last to Lieut. John A. Macready, Air Service, for his record-breaking altitude flight, it was stated: "Three persons have had the cup so far - Major B. Q. Jones, who made an endurance record; "Eddie" Rickenbacker, who made such an enviable record as a flyer during the war; and Captain St. Clair Streett, who flew to Alaska and back in the fall of 1920".

This statement is erroneous in that the names of several other officers who won the trophy were omitted. The history of this trophy, presented by Mr. Clarence H. Mackay, a member of the Aero Club of America, and which was to be competed for annually by officers of the Army under rules to be promulgated by the War Department, is as follows:

The Army Trophy as competed for under the rules for the year 1912 was awarded to Lieutenant Henry H. Arnold, having successfully conducted a reconnaissance flight lasting about three-quarters of an hour. The flight was made at College Park, Md.

In 1913 the contest was held near San Diego, Calif., on December 29th, and resulted in the awarding of the trophy to 2nd Lieut. Joseph E. Carberry, 6th Infantry, pilot, and 2nd Lieut. Fred Seydel, Coast Artillery Corps, observer.

The competition for 1914 was held in the vicinity of San Diego, Calif., on December 23d, the conditions comprising the reconnaissance of troops. The winners were Captain Townsend F. Dodd, Signal Corps, pilot, and Lieut. S. W. Fitzgerald, Coast Artillery Corps, observer.

For the year 1915 the above trophy was awarded to Lieut. Byron Q. Jones, Signal Corps, for the best record and performance during the year. The two outstanding features of the record of Lieutenant Jones are: (a) Flight of January 15, 1915, at San Diego with passenger - duration eight hours and fifty-three minutes; (b) Flight of March 12, 1915, at San Diego with Corporal Hale and Corporal Houser as passengers from 10:02 a.m. to 5:06 p.m., a duration of seven hours and four minutes.

The Trophy was not awarded during 1916 and 1917 on account of the war.

#### PHILIPPINE CIVIL AIR SERVICE SUSPENDS OPERATIONS.

Owing to the failure of the Philippine Legislature to appropriate sufficient funds to defray the operating expenses of the Philippine Air Service for the year 1922, all of the Philippine Air Service property is being turned over to the Army, consisting of three HS2L Flying Boats, two F5L Flying Boats, one JN4D, accessories, three large steel hangars and one small building used as a storeroom. This property is now at Paranaque Beach. The flying boats will be removed to Kindley Field for storage, and the JN4D will be shipped to the Philippine Air Depot.

#### FRIDAY, THE THIRTEENTH, UPHOLDS REPUTATION.

Snapping one's fingers at Old Dame "Jinx" (Friday, the Thirteenth) is bad business, as several Air Service pilots in the Philippines now fully realize. Usually it is a day on which most people try to follow the line of least resistance. Not so with the "Birds"; they scoff and ridicule at the capabilities of the Old Dame. Well, they got her "goat", and she swatted Lieutenant "Cy" Bettis over Cavite and he was forced to land on the beach. She tantalized Major Gilkeson and Lieut. Guilford with her ire of clouds, rain and typhoon. Lieut. Bettis says he will be more subservient to her desires and wishes in the future. Lieut. Guilford is noncommittal, but one can't help appreciating his attitude towards her. Lieut. Bettis flitting through space in his usual nonchalant manner, bored to death with waters and sharks of Manila Bay, suddenly heard his motor miss and backfire through the carburetor. Realizing that it was necessary for him to land or be dumped in the Bay, he put his ship in a flat glide and landed on the beach west of Cavite. We read in books of pilots "setting them down" on spots not much larger than the surface of a dime. One must, however, see the beaches that skirt Manila Bay to appreciate the spot where Lieut. Bettis "set" his DH down.

#### THE COUPE DEUTSCHE FOR 1922.

It has been decided by the Aero Club of France that the Deutsch Cup competition for 1922 shall be contested on September 22nd over a distance of 300 kilometers; on a 50 kilometers' course. The actual circuit has not yet been fixed.

#### AIRPLANE SHOW IN HAWAIIAN DEPARTMENT.

The Airplane Show which was held by the 5th Group (Observation) at Luke Field on Saturday, January 21, 1922, proved to be a great success. Major General Charles P. Summerall, commanding the Hawaiian Department, a visitor at the Show,

reviewed the 5th Group, after which he gave a talk to the personnel on "Morale", which was appreciated by all. He was very liberal in his praise of the condition of the planes which were assembled on the flying field.

The Judges for the show were Captain Frank W. Wright and 1st Lieuts. Walter Miller and William T. Agee, Air Service. In awarding prizes everything about the planes which evidenced proper care and compliance with regulations was considered, including General Appearance, General Cleanliness, Mechanical Operation and Completeness of Equipment. In addition to the prizes, all members of crews whose planes won first prizes were given a 48-hour pass, and those winning second prizes a 24-hour pass.

General Summerall expressed his regrets at being unable to remain on the field to award the prizes, but subsequently wrote a letter to the Commanding Officer of Luke Field, as follows:

"I desire to communicate to you and through you to the officers and soldiers of your command an expression of my satisfaction and appreciation with reference to the airplane show held at Luke Field on January 21st. The condition of the planes gave abundant evidence of the zeal and industry of the entire command that were required to place them in such superior condition.

I desire to congratulate and to commend the following winners in the competition:

Crew Chief, Staff Sergeant Carl Bostick, 6th Squadron (Pursuit)

First Prize - DH-4 Class - General appearance.

Crew Chief, Staff Sergeant Elmer L. Beickel, 6th Squadron (Pursuit)

Second Prize - DH-4 Class - General appearance.

Crew Chief, Private Archie M. Chapman, 4th Squadron (Observation)

First Prize - DH-4 Class - Mechanical perfection.

Crew Chief, Private Joe S. Cruze, 6th Squadron (Pursuit)

Second Prize - DH-4 Class - Mechanical perfection.

Crew Chief, Private James O. McCalla, 6th Squadron (Pursuit)

First Prize: Curtiss Class - General appearance and mechanical perfection.

Crew Chief, Corporal Forrest M. Young, 4th Squadron (Observation)

Second Prize: Curtiss Class - General appearance and mechanical perfection."

#### FIGHTING INSECTS WITH AIRPLANES

Air machines will doubtless be used in the future for many other uses than we have yet discovered for them, according to Mr. H. A. Gossard, State Entomologist, Wooster, Ohio, who contributes an interesting article on the above subject, giving a description of the dusting with arsenate of lead of a grove of Catalpa trees, six acres in extent, at Troy, Ohio. This grove was defoliated by the catalpa sphinx caterpillar in June, and the second brood came in force early in August and were stripping the new crop of leaves from the trees when the dusting checked them on August 4th.

Mr. Gossard states that in France airplanes are being used as scout machines to discover the location of grasshopper swarms and then to scatter poisoned bait for the destruction of these insects. He then goes on to say that several months ago, the city entomologist of Cleveland, after experiencing great difficulty in spraying some closely planted large trees in one of the suburban parks constituting the grounds of an important and wealthy club, conceived the idea that such a tract could be dusted from an airplane. He communicated his idea to the Ohio Experiment Station and solicited our help. Mr. J. S. Houser, who for a long time has had charge of our forestry entomology and who in past years had frequently cooperated with the City Entomologist, Mr. C. R. Nellie, was assigned to this project. By enlisting the help and interest of Ex-Secretary of War, Honorable Newton E. Baker, arrangements were easily made to obtain the cooperation of the Military Air Service and every facility at McCook Field, Dayton, Ohio, was placed at our disposal. A hopper was designed by a specially detailed mechanic to carry about 200 pounds of arsenate of lead powder which could be emptied into the air by a series of revolving spoons operated by a hand crank. The hopper was attached to the side of the plane somewhat lower and behind the occupants of the cockpits so they would not breathe any of the dust. Besides the pilot another man was

needed to turn the crank. The propeller and current created by the movement of the machine, assisted by gravitation, distributed the dust, which was caught by the wind and carried through the tops of the trees.

The opportunity for testing the airplane idea was afforded by the grove of catalpas above mentioned. Six passes by the grove were made by the airplane, but in general practice we believe only one or two will be necessary. The time during which dust was spilling from the hopper was 54 seconds. The airplane passed about 50 feet out from one side of the grove and 20 to 30 feet above the tops of the trees. A strong wind carried the dust over the entire grove, nearly 400 feet wide, and it could be found in easily perceptible quantities on weeds and grass for 150 feet in the pasture on the distant side of the grove. Effective dusting was, therefore, done over a width of about 600 feet, or at the rate of about 10 acres per minute, and since the passes can be reduced with perfected apparatus from 6 to 2, a normal rate of application may be expected to be about 30 acres per minute. Within 3 days after the application, 99 percent of the caterpillars were dead and were strewn on the ground, hanging from the trunks and limbs, making the grove indescribably foul and repulsive. I feel sure that one airplane can dust a strip of forest or of pecan orchard in less time than 20 of the most powerful liquid spraying machines can cover it.

The problem is to perfect dusting materials so they will give results comparable with those obtained by liquid spraying.

Applications of arsenate of calcium for case bearers and budworms on large orchards of big trees can probably be made more satisfactorily and expeditiously by airplane than with sprayers. The catalpa trees dusted were about 30 feet tall and planted 8 x 8 feet.

A more detailed description of the spraying of this grove of catalpa trees is contained in an illustrated article on this subject in the March, 1922, issue of the National Geographic Magazine. Messrs. C. R. Nellie and J. S. Heuser, the authors of this article, state that early in the spring of 1921 they began seeking an opportunity to conduct a practical test of the airplane as a distributor of insecticides. In a few instances the plan was received with favor; in others it was considered a theoretical, impracticable and foolish undertaking, and from many sources much good-natured chaffing was endured. Finally, however, a cooperative project was arranged with the officials of the Aviation Experimental Station at McCook Field, Dayton, Ohio, who entered into the spirit of the undertaking in a whole-hearted manner, giving it priority over everything in the field for one entire day. Those chiefly concerned were Major T. H. Bane, Chief of the Engineering Division; Major H. S. Martin, Chief Engineer, and his assistant Mr. E. Darmoy, who designed the hopper to carry and distribute the poison and who operated the mechanism during the flights; Lieut. J. A. Macready, Acting Chief of the Flying Section, who piloted the plane, and Captain A. W. Stevens, photographer, who made a remarkable series of photographs of the dusting plane in action. Three of these photographs accompany the article in the National Geographic Magazine.

The plane used was a Curtiss JN6, which flew at a speed of 80 miles an hour at an altitude of from 20 to 35 feet and in a line 53 yards to the windward and parallel to the grove. The dense cloud of poison dust thrown out behind the moving plane was grasped by the wind and floated through and over the grove, covering the foliage in its passage. Not a tree could be found, and many were climbed and examined, whose leaves did not bear particles of the deadly poison, easily detected by the unaided eye.

The outstanding feature of the application was the remarkable precision with which the poison could be placed at the point intended, thus dispelling the idea expressed by many before the test was made that the poison dust would be tossed willy-nilly by the air currents - wholly beyond control.

On the morning following the application of the dust some of the caterpillars were dead and many were ailing. Forty-six hours after the fog of dust had polluted their food, the evidences of the wholesale destruction of the insects were everywhere apparent. Hanging on the branches and remnants of foliage, on fence posts and weeds; lying on the forest floor and secreted beneath its refuge were literally millions of the insects. Not a step could be taken without crushing numbers of them, some of which already had begun to putrefy. Large sheets had been spread beneath the trees to record the dead caterpillars as they fell, but here again the photographic record is

inadequate, for the dying insects had a tendency to crawl off the sheet to die in seclusion. Nevertheless, on five square feet of one of the sheets 100 dead insects were counted.

The authors state that the effect on the insects had far exceeded their fondest expectations. They had confidently believed that the smaller caterpillars would be killed, but had scarcely dared to hope that it would be possible to kill the large larvae, since it is a well known fact that the full-grown caterpillars are difficult to poison. A careful investigation revealed the astonishing fact that not over one percent of the caterpillars remained alive on the trees, and the minute observations and notes by the experts who witnessed the test preclude the idea that the destruction of the insects could be attributed to any other agency than the poison.

In conclusion the authors state that when one considers the success which attended the test, conducted as it was with crude apparatus and without the aid of a guiding experience in the manipulation of the machine, it seems certain that the airplane will be used successfully in the future to control forest insects. Whether it will be possible to employ this method for the treatment of cotton or other low growing crops, or even in large fruit orchards which permit the economical use of terrestrial machines, remains to be seen. In the treatment of tall trees in park and forest areas the tremendous saving in time and labor in which its use results would seem to indicate that the method is wholly practicable.



## SQUADRON NEWS

Bolling Field, Anacostia, D.C., February 23.

Tuesday, February 21st, was a day long to be remembered in the Air Service history. Simultaneous with the first news of the Roma disaster came General Patrick's decision to fly down to Langley Field. He was off the ground and on the way to Langley in a D.H. with Lieut. Maitland as pilot within less than half an hour of the making of his decision. We had the blimp C-2 down from Aberdeen as a guest nearly all day. It had just started on its return trip when the sad news came from Langley. Col. Kilner and Capt. Streett accompanied General Patrick's ship down to Langley. Lieut. Van Zandt arrived from Dayton a short time afterwards. Lieutenants Smith and Hill returned from a cross country trip to Middletown a few minutes later, ferrying in one more new D.H. Major Peery's ship, flown in here from Aberdeen while snow was on the ground and fitted with skids for landing, was changed back for wheel landing and flown back. Altogether things were humming and humming efficiently throughout the day.

The Basketball Team of this station, though sadly outweighed, has made an excellent showing this season, finishing third in the Tournament for teams in the District of Washington. They have stacked up against the most formidable kind of teams and have held up their end throughout in a most creditable manner.

The evening of Washington's birthday was celebrated by a dance given by the 99th Squadron in the Recreation Room. Good weather, decorations, good music, refreshments, new furniture, and the presence of distinguished guests, among whom was Mrs. Patrick, wife of the Chief of Air Service, all combined to make the occasion the most enjoyable and notable of the season.

Rockwell Air Intermediate Depot, Coronado, Calif., Feb. 21.

Elaborate preparations are under way for the First Annual Ball, to be given at the U.S. Grant Hotel on March 3rd. The Entertainment Committee of the 18th Squadron (Observation) under the supervision of Lieut. Seifert is making excellent progress with the affair, and nothing is being left undone to make the dance an occasion worthy of the Air Service.

In a hard fought game the Rockwell Field baseball team sent Fort Rosecrans down to defeat by the score of 5 to 4. The Rockwell players, under the guidance of team captain Miller, has been working hard for the past several weeks, and Manager Dwyer is busy booking games.

Captain R. G. Ervin and Lieut. Virgil Hine with their families, and Lieuts. J. P. Richter and C. L. Webber have reported to this station after a two years tour of duty in the Philippine Islands. All are glad to get back to Sunny California, but find it very difficult to become acclimated.

Captain Ervin has been assigned to duty as Commanding Officer of the 18th Squadron (Observation) which is being organized here at present. Lieut. Hine is the new Squadron Adjutant and also Recruiting Officer. Lieut. Richter has relieved Captain Randolph who has been ordered to Mather Field for duty as Finance and Employment Officer. Lieut. Webber, assigned to duty with the Engineering Division, is acting as Chief Engineer in the absence of Captain Bevan, who is on a month's sick leave.

Last Thursday Captain and Mrs. Ervin entertained with a tea for the officers and ladies of the post. Bridge was played by the ladies during the afternoon, after which the officers came in for tea.

Ellington Field, Houston, Texas, Feb. 11.

The First Group has been outfitted with a little good weather sun, shoulders and freckles have come out, and now it is no uncommon sight at all to see the class of student pursuit pilots rushing wide-eyed around the blue with S.E.'s tied to them. Under the magnificent leadership of Lieut. Sheridan and the immaculate direction of their Flight Commanders, Lieuts. Blackburn, Tourtellot and Matthews, they are progressing as rapidly as could be expected. They have rung up quite a bit of flying time lately, and next week they go on to cross-country and camera gun combat.

Ellington Field, Houston, Texas, Feb. 11, Cont'd.

Last week Lieut. Wade from McCook Field took up our Bichloride of Orenco for a test glide. It was a surprisingly successful flight for the Orenco, too, for Lieut. Wade told his friends about it instead of his friends telling his relatives. All in all, the Orenco is a great deal like a bride's first cake - you like to look at it, but you don't want any of it. This analogy could be carried on to cover high times, camels, home-brew, the neighbor's baby, the Police Gazette, etc., but time presses.

Lieut. Wade enjoyed his flight tremendously while he lasted, except for the slight annoyance of knowing that the airplane was temperamental, being not at all like common airplanes, even having the grain in the wing spars cross-wise. Knowing this, he indulged in little more than altitude pancakes, handling the war craft in the same peculiarly delicate and slightly abhorrent way that an old bachelor handles a young baby the while pretending to enjoy it. The blase and dreamy-eyed mechanics began to take notice, however, when Lieut. Wade came in to land, and it was seen that the old cloud truck didn't have any more wheels than a wheel-barrow. As Lieut. Wade levelled off, the women watchers held their breaths and the men watchers, not having any hair to muss, held their heads, but the pilot set her down like she was a too full glass of beer. For a few seconds the McCook Field aviator had his hands full of airplane, but to the credit of his skill let it be said that nothing was broken except the Orenco's clear record.

Notwithstanding the Orenco's famous fragility, there is no doubt in the minds of those who know that it can last a man's lifetime - provided, of course, that the man is the pilot.

Saturday a review was held (there was one at the Club, too, you should have eaten there, really you should have). There were three pursuit formations of five SE's apiece, manned by student pilots, together with a smattering of graduates. Captain Baucom led the rush. As you may have noticed, we hate to brag, but it wasn't so very horrible. It was good. The ships kept huddled together like new girls at a boarding school, during banks, pursuit maneuvers, and Lufberry Circles. The flying was so uniform that one almost would think the formations were single high multimotored airplanes, - almost. To attain that point of proficiency, however, required some elegant verbal gyrations on the part of the Flight Commanders during the past week. Lieut. Tourtellot smashed in his cowl and broke his wrist watch telling his pilots how not to fly formation. If his hands get sore he won't be able to instruct any more. Lieut. Sheridan requests that in future instructors come with long hair so they can tear it more effectively.

While peacefully indulging in life, liberty and the pursuit of headaches, foreign service orders sneaked up on some of the First Group's officers. Notwithstanding that any service is foreign to some of these officers, Major Spatz was hard hit. The bomb burst about the time when the officers had attained a familiarity with their highly intricate specialties that promised to the Group some really permanent and constructive advances in the art of aviation, both military and by the large. But, like the man who lost his business and his fourteen children in the San Antonio flood, he is going to begin all over again.

Captain Farthing, and probably Lieut. Ladd, are bound for Panama, where the national costume is straw hats and cigars.

Lieuts. Wilson and Hicks have the Philippines in mind, but the Islands are spacious and one can go a long way in a given direction. Now look at Hawaii against which Lieuts. Bill White, Getchell and Sheridan are plotting. If one is not good and one is run out of town, one not only has no other town in which to get the best people behind one, but one will drown. You simply have no idea what a good swimmer you must be to get back to friends. We've bought a map and measured it, you know.

Lieut. W. C. Morris is also bound for foreign duty. He is assigned to the Organized Reserves, and his job will be to teach the recruits how to spell chaundel fuselage and Lufberry Circle, and what is the most effective angle to wear goggles on the forehead.

In these days of bleak pay checks, dances are few, though not yet far between. Next Friday there will be another formal dance at the Officers' Club. Rolling falls count. Bring your identification tags, and strap a roller skate between the shoulder blades to facilitate removal from the field of honor. Every man is his own undertaker.

Like his journey, this is short and sweet. Captain Tinsley, while training in

Ellington Field, Houston, Texas, Feb. 11, Cont'd.

a high wind and an S.E., responded fittingly to the famous old Navy toast - "Bottoms up".

When Major Simons was making a dead stick landing in a high puffy wind, he had to turn near the ground and a chummy sort of puff helped him wipe out a landing gear. An engineer clerk heard about it, got it a bit wrong, came into the 94th Squadron's Operations Office and reported that Major Simons had landed with a wheel off, and didn't turn over or hurt himself. The O.O. dangled out to the line, went up to the Major, and with the utmost sincerity, said: "Congratulations, Major, on getting down!"

The Major replied, somewhat taken back, "I feel like a mutt." "Oh, you shouldn't," said the O.O., "You did fine!" All of which the Major thought was some high grade sarcasm, until the O. O. asked how the wheel came off in the air, and the awful truth was out. Then some high grade explanations were in order for, although not cherubic, his skin is valued by said O. O., because notwithstanding the institution of the trial marriage, beauty is really only skin deep.

Since before the day the feminine neck and ankles met under the auspices of the Jane Fashion, the energetic, clever, handsome, but modest news letter concoctor of the First Group has been serving up generous portions of more than lukewarm palaver, sauced to irritate the giggulators when such buttons are left carelessly within reach by their unsuspecting owners. And now, if this mess tastes flat to you, dear generous readers, please remember that the aforementioned newster has two Klaxon teeth that blare through the still (?) night, and shriek through the day. Remember this, give him a chance, and if the news letters seem to taper off like a sleepy girl's kisses, and seem no more humorous than her father's bull dog, and you are very, very desperate, you may have to resort to Krazy Kat and the Congressional Record.

Kelly Field, San Antonio, Texas, February 4.

The officers of the Third Group (Attack) gave their first dance on January 27th, and feel duly proud of their initial attempt in the social field. Through the cooperation of the Wing Communications Officer and the enlisted personnel of the Group, the committee was enabled to decorate the Club in a way never before accomplished on this field. The ceiling was completely latticed with red crepe streamers, red curtains put on the windows and all lights replaced by others conforming with the color scheme. The fans were hidden by Spanish moss, and the twelve drop lights were replaced by dummy bombs, artistically camouflaged with a small red glove in the nose of each one. Placed about the floor were many large palms, and smaller palms and ferns almost completely obscured the orchestra from view. At the west end of the Club, just beyond an arch of crepe paper and moss, was a row of stands and an old fashioned bar, arranged to represent the boardwalk at Coney Island. During the evening near beer, hot dogs, sandwiches, ice cream cones, punch, potato chips and other refreshments were served to the guests, who numbered over 450. Eubank's St. Anthony Orchestra furnished the music until the wee small hours, and before departing, our guests were unanimous in agreeing that Major Heffernan's famous border outfit set a precedent which will be hard to equal.

The Eighth Squadron officers had not the honor of bringing a new member to the organization since 1917. So this honor falls to Lieut. H. G. Crocker; the stork having visited his home and left - in appropriate terms - an eleven pound recruit, of which the whole organization rejoiced to know, but their rejoicing in comparison to Lieut. Crocker's was as a grain of sand to the Pyramids of Egypt.

Arrangements have been made for the personnel of the 13th Squadron to conduct several artillery adjustments with the Field Artillery of the 2nd Division, to take place the latter part of February or the first part of March. Simulated shoots and panel exercises will be carried out with the artillery before the actual firing is done.

The basketball team of the 13th Squadron won the first game of their new schedule, and they are anticipating winning the post championship, so watch out for the 13th's five is their warning.

The 90th Squadron's basketball team is now headed towards the Attack Group championship, with four games won and one lost, giving them first standing in the league with a percentage of .800. During this week the team defeated the Band five in a hard fought game. Spirit is running high for the game scheduled with the 13th Squadron, and they fully expect to win despite the promises of the powers-that-be in the 13th Squadron to take their team to the Majestic and give them a week's pass if they win. More power to 'em - they'll deserve all that and more.

Kelly Field, San Antonio, Texas, February 4, Cont'd.

The enlisted personnel of the 90th Squadron are manifesting a spirited interest in baseball, a number being out to practice every evening. Some very good material is available, and it is their hope that their present expectations will be realized by the 90th's supremacy in all forms of athletics this year.

The morale of the 2nd Group (Bomb.) has been considerably lowered during the past week due to weather and vaccinations. The weather has been consistent and served up in French style, the vaccinations were compulsory. Major H. H. C. Richards of Love Field, Dallas, Texas, was noted among the candidates for a scar on left arm. The Major reports having hedge-hopped from Dallas.

Kelly Field is in the throes of a Bridge Tournament. At this time the smoke has not cleared sufficiently from the battlefield to warrant a prediction as to who will corner the rubber market, but at any rate the price is going to be high. All contestants are required to wear tight fitting sleeves, and chewing gum is barred. The rules according to Hoyle govern, except where superseded by those sponsored by the Marquis of Queensbury.

Capt. E. C. Black is conducting a free outdoor shooting gallery at the west end of the field for the benefit of all officers of the post. He is open for business every afternoon from 1:30 to 4:00, and has issued an invitation to all to come down and shoot at his choicest stock of pigeons. It is unfortunate that the officers were not given this opportunity to get their "shooting eye" in trim during the duck season, as several might have been saved the necessity of thinking up good alibis after a trip to Medina or Mitchell Lake.

Speaking of pigeons, - a recent order states that Signal Corps stocks of pigeons at this station are languishing for want of exercise. Hereafter officers making cross-country trips will be furnished with winged carriers which will be used in case of emergency to send back messages. One emergency we can think of is where a married officer flies to Ellington Field presumably and ostensibly for a week-end trip and is forced to stay over for a week or more due to weather conditions. He could save stamps and long distance telephone charges, keeping up correspondence with his "C.O." by this method.

The following-named officers of the Bombardment Group have been notified that they are due for a long boat ride across the Pacific in the near future: Captain G. T. Collar, and Lieuts. C. H. Barrett, J. Beveridge, C. R. Evans, W. S. Gravely, H. S. Woodward, F. D. Lynch, M. S. Lawton, J. R. Drum and S. L. Van Meter. Ukeleles are very much in demand, also books on Island etiquette, which include a description of latest and most approved methods of eating Poi.

Next week will see the close of the Basketball League of Kelly Field, each squadron will then have played six games. The 4th Air Park is leading the Bombardment League with 1,000% having won all five games played. The 90th Squadron leads the Attack League with 5 games won out of six. The band was forced to drop out of the League by the loss of two of its star players.

The Post basketball team will go into action Friday against the Camp Travis team. A large number of officers and enlisted men are expected to go to Camp Travis and root for the team.

Kelly Field, San Antonio, Texas, February 11.

Kelly Field was visited by a sixty mile gale on Monday last. No damage was done to structures. The flying field shifted around quite a bit, however. Numerous and sundry of the personnel were noted engaged in a handicap race with headgear.

1st Lieut. Alexander Pearson, Jr., of transcontinental, Grand Canyon and Mexican fame, arrived by plane from El Paso via Ellington Field on the 9th, departing for El Paso on the 10th (short stay due to the fact that he was but recently married). He reports having received from Lieut. Doolittle, at this field, the insignia from the plane in which he was forced to land in Mexico in February of last year. Lieut. Doolittle flew this plane back to the United States after it was located in Mexico by a Cavalry and Air Service Detachment sent there for that purpose.

With ideal weather during the past week, all student officers completed the solo-stage on DH's and are now ready for the camera-obscura work.

Golf enthusiasts among the commissioned personnel of the Bombardment Group took every opportunity during the last week to swell the gallery at the Texas Open Golf Championship matches played on the San Antonio Municipal Links. The

Mitchel Field, L.I., New York, Feb. 11, Cont'd.

A very pleasant dance was enjoyed by the enlisted men at their Club on Thursday evening, February 9th. These dances, which had for a long time lapsed into desuetude have been revived and are now held every two weeks. Hostesses from the adjoining villages bring girls to add interest to the occasion.

The Enlisted Men's Club has been moved from the K.C. building to the old Red Cross House. When completed in its arrangement and decoration it will be a home most inviting for a club.

Hqrs. 12th Squadron (Obs.) Fort Bliss, Tex., Feb. 4.

The Squadron basketball team won its third league game on February 4th, overwhelming the 8th Engineers by the score of 41 to 9. This last victory ties the Squadron with the 8th Cavalry for first place in the Fort Bliss Basketball League, both teams having won all three games played. The fact that the Squadron had only 65 available men from which to pick a team, while other outfits of the post had from three to six hundred men, speaks well for the athletic and physical condition of the squadron personnel.

Hqrs. 12th Squadron (Obs.) Fort Bliss, Tex., Feb. 11.

First Lieut. Morton H. McKinnon, Squadron Operations Officer, received orders to proceed to the Philippine Islands. Lieut. McKinnon has been with the 12th Squadron for over two years. His departure is very much regretted, but all wish him luck at his new station.

The Squadron basketball team added another victory to its credit by defeating the William Beaumont General Hospital team 28 to 18. It was a hard fought game, and things looked bad for the squadron as the score was 14 to 17 at the end of the first half. The team came back strong in the second half, the Hospital team scoring only one point in this period. This last victory places the Squadron team on top of the list in the Fort Bliss League, as the 8th Cavalry lost a game to the 82nd Field Artillery on February 10th.

On the evening of February 8th the basketball team clashed with one of the best basketball teams in the Pass City League, the El Paso Business College. The game was played on the City Y.M.C.A. floor, with the college team as winners by the score of 34 to 29.

Crissy Field, Presidio of San Francisco, Cal., Feb. 8.

Crissy Field is now at its best in anticipation of a visit by the new Commanding General of the 9th Corps Area, Major General Charles G. Morton. Lieut. Hugh C. Minter, 9th Squadron (Obs.) stationed at Mather Field, has been spending most of his leave at Crissy Field. It is to be regretted that Lieut. Minter has to get a leave in order to become a fixture here.

Major George H. Brett, Commanding Officer, was recently called on an urgent message to the sick bed of his father-in-law, Major General C. A. Devol (Retired.) General Devol's home is but a short way from Crissy Field and, needless to say, the Major made the trip to Menlo Park in record time.

Captain A. W. Smith, Flight Surgeon, is still busy with the R.O.T.C. students who are taking their semi-annual 609 physical examinations. During their visit here for the examination a number availed themselves of the opportunity of getting a hop with our local pilots. These students are under Major W. A. Robertson at the University of California, Berkeley, Calif., - remembered well by those who served their ground school training there.

Considerable competition is evident at the mess hall of late to shake hands with the Mess Sergeant in order that the duck eggs may find their way to the chosen few. It would be difficult to ascertain who these chosen few were if it was not for their continual quacking over the fact.

Under the auspices of the post exchange, arrangements are being made for a dance to be given the enlisted men of the post during the coming week. After the successful Christmas entertainment given to the officers, ladies and enlisted men of the field by the post exchange, everyone is polishing and policing up in expectation of another regular affair.

Crissy Field, Presidio of San Francisco, Cal., Feb. 8, Cont'd.

The officers and ladies are doing practically all of their shopping through the Post Exchange, and the enlisted men are highly pleased with the prices and variety of articles offered them, so that with only 124 men and 20 officers the post exchange is quite a flourishing store and finds itself in a position to make things pleasant for the men. They highly appreciate the fact that everything spent at the post exchange comes back to them, and as they can get everything they want they are backing it to a man.

The Crissy Field basketball team suffered a surprising reversal of form last week. After trimming the strongest teams in the Presidio League, and with all easy games ahead, they were caught napping by two of the tail-enders, Signal Corps winning 35 to 25, and Service Company 31 to 19. These two losses put Crissy Field on an even basis with the four leading teams, and one game behind the Motor Transport Corps, their strongest rival. A three-game series with Mather Field will be played in the near future. Captain Eglin's basket shooters, although late in getting started, are a dangerous quintette, and three hard games are expected.

Lieut. Arthur G. Liggett, with Sgt. Major G. L. McMurrin as passenger, flew to Mather Field for the purpose of determining the amount of radio apparatus available for use on next season's fire patrol. Lieut. Liggett reports that it was "some" trip, considering that the return trip from Mather Field was made in a blinding snowstorm and quite contrary to the belief that it never gets cold and never does snow in California.

Lieut. B. S. Catlin, Jr., formerly a member of the shock troops of Paris, and Lieut. J. R. Glascock, known in the prehistoric days of California as "Diamond Dick", again committed one of their raids on a perfectly good dance at Mather Field, January 28th. Both returned with praise for Mather Field's inherent ability to put on dances that one so well remembers.

Staff Sgt. Cecil B. Guile, as pilot, and Pvt. W. J. Root as passenger, made a flight last Tuesday for the purpose of acting as a target for the Third Gun Battery of the Anti-aircraft Battalion of the Coast Defenses of San Francisco. The Battery Commander was greatly impressed with the cooperation received at the hands of those representing Crissy Field and was not the least retarded in making his opinion heard.

Major and Mrs. J. F. Curry are stopping at the Bachelor Club, Crissy Field, for a few days pending their return to Honolulu on the Transport sailing from San Francisco on the 14th. Major Curry is the Air Officer of the Hawaiian Department, and while on leave has visited the various Air Service stations in the 9th Corps Area.

Mather Field surprised us last week by sending down two five-ship formations. They arrived and departed without any mishaps, and some say took away considerable oil and gas.

Private Dominic Dennis of the 91st Squadron (Obs.) had a narrow escape from serious injury while piloting the road roller down the hill. The roller became uncontrollable and Dennis had the ride of his life. He valiantly stuck to his post, however, and saved not only the lives of many who by chance were on the road, but also the roller. Dennis now claims that if the roller had been motored with a Liberty he would have had plenty of speed to take-off.

Lieut. and Mrs. W. D. Williams renewed all acquaintances at the field this week. Their stop here was made while en route to the Hawaiian Islands, where Lt. Williams will be stationed. He has just completed a course at Ross Field in the Lighter-than-Air Branch.

Lt. T. V. Foster dropped in on his way home from the Hawaiian Islands. He is homeward bound on sick leave.

Lieuts. W. C. Coldsborough, E. C. Kiel, E. C. Batten and H. A. Halverson proceeded to Rockwell Field for the purpose of flying back to Crissy Field four new airplanes. It is expected that these planes will be equipped with Handley-Page wheels, in compliance with the recent letter from the Office of the Chief of Air Service.

Mather Field, Mills, Calif., Feb. 1.

The second class of flying cadets started in cross country formation stage, under the direction of the Post Operations Officer. Their first two formations of five and eleven planes each showed the benefit of their experience as observers in the many practice formations flown here. The idea of detailing

Mather Field, Mills, Calif., Feb. 1, Cont'd.

the different cadets to duties as Commander of the Guard, in Transportation, Cadet Headquarters and Mess, the Post Exchange, and at the Service Club, making them responsible for the work in the particular offices by appointing them assistants to the administratives in charge, is working out to the advantage of both the department and to the individual. The four cadets who are studying to take the Regular Army examination will have plenty of valuable practical experience in Army office work.

When Lieut. N. R. Laughinghouse reported here from March Field on the 24th he surely sprung a pleasant surprise on the members of the command that were acquainted with him at his former station with his news of having married Miss Lyal Crouch of Pasadena at that city on January 7th. After a short honeymoon trip motoring through the South, Lieut. Laughinghouse reported at Mather. His bride is expected within the next few days.

Friday, the 27th, was the occasion for another very pleasant dance given by the officers and ladies of the field. About thirty couples were present. When the guests began to arrive just before nine o'clock, the huge fireplace with its crackling logs was an attractive spot for those who had driven out from Sacramento for the weather was quite cold. It wasn't long before the most alluring music started everyone dancing. Supper brought all guests and hosts together in a most pleasant gathering. A Dan Tucker followed immediately after refreshments and made the spirit of the occasion even jollier. A comical contest in balloon blowing, won by one of the ladies, added to the hilarity. The officers of the club and the committee in charge of the affair deserve a vote of thanks for the festive appearance of the club, which added considerably to the general success of the dance.

Three new DeH-4B1 planes were flown from Rockwell Field by Lieuts. R. L. Maughan, P. L. Williams and Ned Schramm, of this command, Lieuts. Maughan and Schramm having ferried two planes from Grissy Field to the Repair Depot, and Lieut. Williams going by train and delaying en route at Los Angeles to attend the funeral of his grandfather.

Mather Field, Mills, Calif., February 6.

A somewhat unexpected change in the duties of the commissioned personnel at Headquarters occurred when Lieut. John W. Slattery, who has been in the Air Service since 1917, was notified of his transfer to the Ordnance Department, effective as of January 25, 1922. He has not as yet received orders for transfer from this station. Lieut. Slattery has been relieved as Executive Officer. Lieut. M. R. Woodward has been detailed as Personal Adjutant and Lieut. E. S. Norby as Adjutant, the latter relieving Lieut. Ned Schramm, who was granted a thirty-day leave of absence. Lieut. and Mrs. Schramm plan to spend most of their leave in Seattle, Washington.

Lieut. A. G. Liggett, with an enlisted observer, from Grissy Field, visited Mather Field for a short time during the week. Messrs. Murphy and Russell, in their Pacific Standard, came from the Marina, making another of their frequent stops at Mather. These two enterprising young men recognized the advertising possibilities of aerial photography and have contracted with a number of civilian concerns who own large factories in this part of the country, to take pictures of their plants from the air.

With the arrival of Lieut. N. R. Laughinghouse and his detail to the 28th Squadron (Bomb.), Lieut. G. A. McHenry was relieved from command of that organization and left with his family on a thirty day leave of absence. They went by motor to San Diego, taking with them as their guest Mrs. Alice Hessloehl, of Kentucky, who has been visiting her cousin's family, Lieut. A. E. Waller, for the past several weeks. They left just in time to escape one of the few snow storms this section has known. Snow started falling about 9:00 p.m., Sunday night, covering the ground to a depth of at least three inches. Late Sunday night and early Monday, before the sun had gotten in its melting effect, everyone on the post participated in facewashing and snowballing contests. To quite a few people here this was their first experience in a snowstorm of any sort.

Kindley Field, Fort Mills, P. I., Dec. 24.

Owing to the lack of personnel at this field and to the prevailing winds, very little flying has been done at this station during the last week. The "Jinx" still rides with Captain Edwards when he flies, and caused him to make another forced landing during the week while flying to Manila. He was forced down with a stripped cam drive gear. After floating around a while he was towed into dock by the Launch "Rochester".

The baseball season for the post league is over. The post team, composed of the best players of the Post League, will soon start its games in the Manila League.

Clark Field, Pampanga, P. I., Dec. 24.

While the week has been a short one, with the holidays commencing the 23rd, it has nevertheless been crowded with both official and social activities. There have been several functions in honor of General Treat and his daughter, Mrs. Margaret Arnold, and son, Mr. Joseph Treat, among which the reception, tea dinner and dance at the Stotsenburg Club by the officers and ladies of the 9th Cavalry, 24th and 25th Field Artillery, and Clark Field, is believed to have eclipsed all others in aesthetic atmosphere and spiritedness. The warm tint of soft lights, the deep verdant shadows of decorative tropical foliage, and that jazzy colored orchestra made all feel as though Congress still might pass the three year law and we'd cheer it. On Thursday afternoon a polo game was staged between two Camp Stotsenburg teams, in which General Treat participated as a player for the last time at the station which he commanded for the major part of his Philippine tour. The General played a splendid game, the excellency of his polo being the more noteworthy in view of his forthcoming retirement after 39 years of service.

An inspection of flying at Clark Field was made by the Commanding General on the morning of the 22nd. Five planes were sent into the air in "V" formation, and performed a diversity of maneuvers over the field at various altitudes, concluding with landing for a mark before the reviewing stand. First Lieut. Henry I. Riley acted as flight leader, with 1st Lieut. R. Baez, Jr., 1st Lieut. George Pardy, 1st Lieut. Wm. Taylor, and Capt. L. N. Keesling, commanding the 3d Squadron (Pursuit) in the flight. Major A. H. Gilkeson, commanding the field, directed the program and accompanied General Treat during the inspection.

All personnel had just taxied into the stretch for a carefree take-off on the Christmas holidays when radiographic advices from Headquarters, Philippine Department, were received that orders would issue ordering eight officers and eighty-five enlisted men, 3d Squadron, and the 6th Photo Section, on temporary duty to Paranaque near Manila, in connection with Coast Defense practices, about January 3rd. As but 105 men and 9 officers are on duty with the 3rd Squadron, but a small detachment will be left at Clark Field.

Recent additions to our commissioned garrison by the arrival of the THOMAS on December 2nd have taken up their duties and seem well pleased with the excellent quarters assigned them and the surprisingly agreeable climate, admitting that the Philippines are usually painted far blacker than they are. Captain John I. Moore joins the bachelor trio, composed of Major Gilkeson and Baez, and are known to spend a great deal of their time longingly and speculatively gazing down upon the married line below. Lieuts. Guilford and Bartlett, both newlyweds, have added no end of "pep" to the garrison's social life.

A moving picture outfit, secured through the efforts of Chaplain MacLeod of the post, is being installed and will furnish a small part of much needed amusement for the men, there being no service club within convenient distance of Clark Field and unfavorable transportation to the post making the men more or less isolated from the recreations and amusements afforded away from the post. An attempt is being made to secure a local club, which would undoubtedly add greatly to the contentment and well being of the enlisted men of the command.

Eight Air Service contestants were entered in the field meet held at Camp Stotsenburg on the 23rd and 24th. Our men have a difficult time in placing, however, due to their disadvantage in acclimation, competition against the men of the 9th Cavalry (Colored) and 24th Field Artillery (Native) proving an ill-balanced contest in the tropics. Private Flad won honors for the 3rd Squadron by taking first place in the 220 hurdles, and second place in the 100 yard dash. Private Vail won first place in the 100 yard swim.



Clark Field, Pampanga, P. I., Dec. 24, Cont'd.

First Lieut. Baez departed for a short visit to Baguio over the holidays. Major Gilkeson, Lieut. and Mrs. Taylor and several others also expect to visit this favorite spot. Captain and Mrs. Keesling and Lieut. and Mrs. Bartlett have evidenced their intention of camping on Lingayan Gulf, 60 miles to the north. Lieut. and Mrs. Parry with the baby daughter Rhodamonda will visit Los Banos, Lucena, Luban and the southern Luzon coast.

Hqs. 5th Group (Obs.) Luke Field, H.T., Jan. 14.

The Fifth Group carried out a night attack on Thursday night, January 12th, in conjunction with the searchlight battery of the Hawaiian Anti-aircraft Regiment at Fort Ruger. Two planes participated in this attack, using Marlin and Lewis guns. The targets were constructed to resemble small boats in which a hostile fleet might try to land troops. Eighteen hundred rounds of ammunition were fired and the targets were literally riddled with bullets. First Lieut. J. Thad Johnson, pilot, and 1st Sergeant Marburger, observer, conducted the first attack, and 1st Lieut. C. Y. Banfill, pilot, and Captain H. H. Young, observer, conducted the second and third attacks. The following is a summary of data on missions: Size of targets - 21'9" x 3'; number of rounds fired 1800; number of hits 470; Distance of targets from light, 2100 and 2600 yards (approximately); number of attacks 3; number of searchlights used 1; result of mission, successful; time of first attack, 13 minutes; second attack, 18 minutes; third attack, 22 minutes; total time 53 minutes.

Preparations are being made for the Transportation Show to be held at this post on Saturday, January 14. With the detachment at the volcano on detached service, all activities have ceased in order that the remaining personnel may prepare the equipment for competition.

First Lieut. Wm. T. Agee, commanding officer of Branch Intelligence Office No. 11, and Assistant Group Operations Officer, has been relieved of assignment at Luke Field and assigned to the Division Air Service, Schofield Barracks. First Lieut. Thomas V. Hynes, A.S., is Acting Group Operations Officer during the absence of Captain Robert Oldys, who is on leave of absence in the States.

Carlstrom Field, Arcadia, Fla., February 18.

The flying program for the big aerial meet to be held at Carlstrom on February 24th and 25th has been published. No effort will be spared to make this meet one of the largest and best ever attempted. There will be fifteen flying events, and they will include races, combat flying, stunts, radio demonstrations, message dropping contest, parachute jumping, and many other events. The meet is being advertised all over Florida, and a huge attendance is expected. This event will probably be the last of its kind in Florida due to the probable closing of Carlstrom in the near future. The Officers' Club voted an informal dinner dance to be held at the Club in conjunction with the Aerial Meet on February 24th.

The entire personnel of the field was saddened Sunday when the flag was lowered to half mast as an indication that one of the members of the command had passed away. It was at once known that Corporal R. J. Day had lost the gallant fight which he had been making for nearly three weeks. Corporal Day was burned when the DH4B crashed at the field on Sunday night, January 22nd.

Lieut. Patrick and Mrs. Claire Rodriguez were united in marriage on February 11th before a goodly gathering of Tampa people, and officers and their wives from Carlstrom. Lieut. Patrick has been on duty at Carlstrom since 1920 as a dual flying instructor and supply officer of "A" Flight. The newlyweds will make their home in Arcadia. Congratulations, Pat.

Cadet McGinley, while taking transformation solo on the morning of February 14th, crashed just outside the field. McGinley had just circled the field preparing to land and let his nose and wing stay down too long in a gliding turn. The DH was a complete wreck, but the pilot got out with some bruises and slight lacerations about the face.

Lieut. D. W. Watkins reported to Carlstrom for a refresher course in flying. He recently came back in the Army, having been engaged in civil flying since he left the service in 1919. He was one of the fliers who flew into the Death Valley in California recently in search of oil and mineral deposits. During the war Lieut. Watkins was an instructor in pursuit flying at Gerstner and Rockwell Fields.

Chanute Field, Rantoul, Ill., February 6.

The usual routine of Chanute Field was somewhat upset when three of the officers, 1st Lieuts. Eugene L. Eubank, Hubert A. Shovlin and James A. Adams, Air Service, received orders transferring them to the Hawaiian Islands. Conjecture was rife when, as a climax, 1st Lieut. Harry Weddington received orders for the Philippine Islands. These officers will sail for their new stations during the month of March. Lieut. Eubank has become well known since he was detailed as Adjutant of the Air Service Mechanics School, a position which he filled most efficiently. Lieut. Shovlin has been handling the personnel end of the organization for over three years. His departure will leave a vacancy in the position of Personnel Adjutant which will be hard to replace. Mrs. Shovlin will accompany him to his new station. Lieut. Adams has been serving as Post Communications Officer. He is a graduate of the school at Post Field and an expert in his line. He will be accompanied by his wife and small daughter. Lieut. Harry Weddington has been associated with the Training Department of the school in the capacity of Officer in Charge since he first reported to the school. The growth of the Training Department is due, in a large measure, to his untiring efforts. Mrs. Weddington will accompany him to the Philippines. The entire personnel of the field joins in wishing these officers every success at their new stations.

A sudden epidemic of scarlet fever, starting from an apparently unknown source, has made it necessary to place Chanute Field in quarantine. Starting in the afternoon of February 4th the cases began to come into the hospital at a steady rate until, at the present writing, there have been 35 men admitted. Soon after the first case was noted, military police were sent into Rantoul and all members of the command in that city were ordered to return to the field. Measures for the prevention of this disease have been prompt and effective. Major Wm. H. Smith, the post surgeon, reports that the disease is in a light form and more of a Scarletina than Scarlet fever itself.

First Lieut. Hubert A. Shovlin and Mrs. Shovlin returned from San Antonio, Texas, where they spent a thirty day leave of absence at the home of his wife's parents.

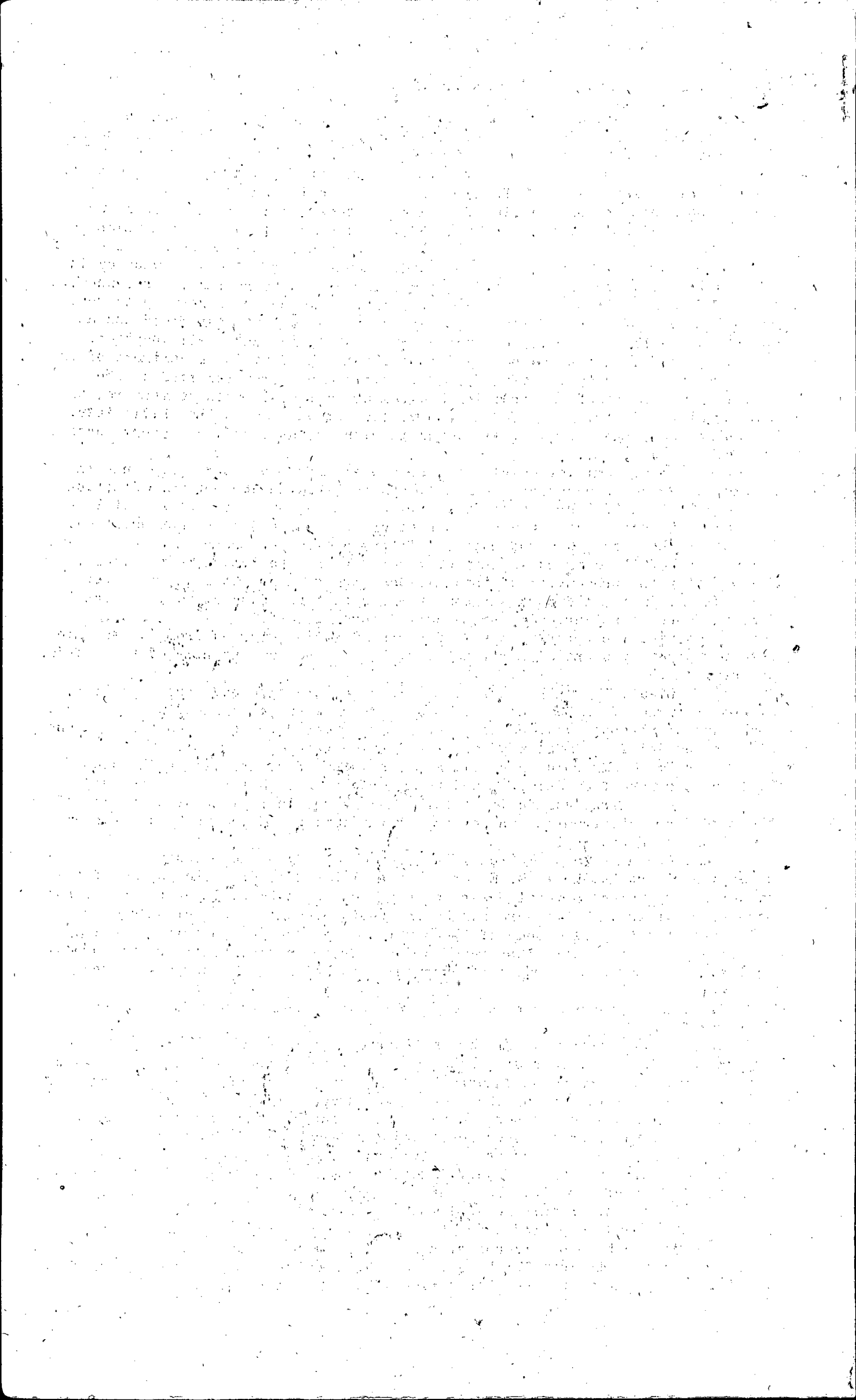
First Lieut. Warren R. Carter, Air Service, and wife and small daughter, Eileen, returned from San Antonio, Texas, where he has been spending a thirty day leave of absence. Since his return he has been detailed as Post Operations Officer and Chief Test Pilot of the Air Service Mechanics School.

Major Wm. C. McChord, Air Officer, 6th Corps Area, arrived at Chanute Field by airplane from Chicago, and spent some time with the Commandant and Captain Ernest Clark, commanding the 15th Squadron, in laying out a portion of the work for that organization for the coming summer. Major McChord returned to Chicago on February 1st.

A smoker was held on February 2nd at the post gymnasium, under the capable direction of 1st Lt. Louis N. Eller, Post Athletic Officer. The object of the smoker was to select several boxers to represent Chanute Field at the 6th Corps Area competitions. There were six boxing bouts presented, all of which were well above the average. Some of the boxers might have been a trifle lacking in science, but they more than made up for this deficiency by their willingness to mix. The unanimous verdict of everyone present was that it was a large evening.

Sixty-nine students were placed in various courses of instruction on February 6th.

A farewell smoker was held by the Quartermaster Corps of Chanute Field on January 26, 1922, in honor of Quartermaster Sergeant John W. Williams, who was retired from the service on January 23, 1922, at the age of 52, after serving 30 years and one day in various branches of the Army. Sergeant Williams was presented with a handsome leather handbag by the noncommissioned officers and enlisted men of the Quartermaster Corps and Air Service at Chanute Field. He enlisted May 7, 1898, served three enlistments in the Engineer Corps and the remainder of his time in the Quartermaster Corps. He has several years of foreign service to his credit. Sergeant Williams left last week on a trip to Alaska, and upon his return he will make his residence at Long Beach, Calif. He was well liked and respected without exception by every officer and enlisted man who knew him. A host of friends wish him well in his future undertakings. Upon the day of his retirement 1st Lieut. James A. Adams took Sergeant Williams for his first and long to be remembered ride in a military airplane.



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

FOR RELEASE MARCH 22, 1922.

### THE NEW GOODYEAR MILITARY AIRSHIP

The few trials made by Army Air Service officers at Akron, Ohio, of the new military type airship have produced results that were quite gratifying, and indicated that several features of the ship, which were of an experimental nature, will prove satisfactory and mark considerable progress in airship design. This ship is of the non-rigid type, having 180,000 cubic ft. capacity, is 170 feet long, diameter 48 feet, speed 60 miles per hour, a rate of climb of 1,000 feet per minute, a rate of descent of 800 feet per minute, a cruising radius at full throttle of 14 hours and at reduced throttle of 20 hours, and can carry a crew of eight.

A departure from the ideal streamline shape has resulted in a contour which can be best described as "squat", but the first tests have shown that this shape has remarkable efficiency, the air performance being excellent. In addition, this type permits a concentration of lift and has enabled the designers to save considerable material in its construction and considerable weight in car suspensions.

The car is of the enclosed type and is flush with the bottom of the bag, which improves the streamline result of the entire ship. It is divided into two compartments, the forward compartment containing the navigation and observation chamber and the rear compartment the power plant.

The power plant consists of two Aeromarine 135 h.p. type U-6-D engines, both of which are in the car, thereby effecting a considerable saving in space. These engines are connected by transmission and shafts to two propellers which extend out from the side of the car. This feature has always given considerable trouble in design heretofore, but the difficulty seems to have been solved in this case. The designers have been enabled to use large propellers which will develop a maximum efficiency at a lower number of revolutions than the maximum efficiency in r.p.m. of the engines. In the initial test of the engines, both were opened wide and both tachometers indicated 1550 r.p.m., giving a propeller speed of 775 r.p.m. This being a static test, the propellers would go up to their designed speed of 800 r.p.m. while in flight. A reverse gear is inserted in the transmission which permits the propellers to be reversed in the air without difficulty. It is also possible to use both motors to drive one propeller or one motor to drive both propellers.

A great deal of care has been taken to develop a compact instrument board, and the military airship has the most satisfactory arrangement that has yet been found. The control board carries every instrument that is required for successful lighter-than-air navigation, and is set in the car in such manner as to permit all instruments to have the highest degree of accessibility. The pilot controls the entire transmission, clutches, reverse device, etc., from the navigating cabin.

Water ballast is carried in the floor of the car immediately below the navigating cabin, wherein a dial is located to indicate the amount of water available for ballast. The fuel tanks are located in the rear part of the navigating cabin, there being two 160-gal. tanks, so constructed as to permit them to be used as sleeping cots in case of long flights.

The military airship has only one ballonnet, whereas A, C and D types of ships have two. The single ballonnet results in a saving in material and cost of manufacture, as well as simplicity of operation. There seems to be the disadvantage, however, that the ship cannot be made "nose heavy" for landing. With two ballonnets the "trim" of the ship can be easily adjusted and controlled. The officers conducting the tests are not decided yet as to whether the saving in the one ballonnet will offset the advantages of two. The first trial flights were made by Majors Westover and Van Nostrand and Lieut. Cluck of the Office of the Chief of Air Service, Major Strauss of the Airship School and Captain

McIntyre of the Engineering Division at McCook Field, Dayton, Ohio. The tests of the ship are continuing, and upon completion thereof and its acceptance it is planned to fly it to Langley Field, Va., which will be its base station.

The designers state that ships of this design could be constructed up to 300,000 cubic feet capacity without the slightest difficulty. The entire design adapts itself to the insertion of a rigid keel, which would permit ships up to at least one million cubic feet capacity to be built with a tremendous saving in the structural weights and with an assurance of a very high percentage of useful lift.

#### GERMAN AVIATION

The following is a translation of an article by Lieut.-Colonel Reboul of the French Army, which appeared in a recent issue of the French publication "Le Temps":

The Ministry of War of Germany has just published regulations which enlighten us on the state of mind of the German High Command and its designs. The "Instruction on the employment of aviation to be used for maneuvers, regimental exercises and drills in tactics" is a statement in concise form of the opinions of the German High Command on the employment of aviation during the war.

Article 198 of the Treaty of Versailles prohibits Germany from keeping any aeronautical force whatever. This, however, does not prevent the Minister of War from declaring in this instruction: "In the distribution and employment of the aviation formations we have taken as a basis a modernly equipped army for use in giving decisive combats." It does not prevent the cadres of the Reichswehr from already undergoing training in the use of the airplane. In their kriegsspiele they assign missions to it and receive information from it. They are accustoming themselves to handle it, to consider it as an arm, the collaboration of which is indispensable. They are making preparations to use aeronautics in connection with the other arms.

Doubtless the Reichswehr will be unable to begin the actual exercises so long as our control commissions remain in Germany. But the day they leave, the "Instruction on aviation" will immediately be put into effect. The plan being already known to all, it would require but a short time to put it into operation and have an aviation force working in close union with its command, its infantry, its artillery and its cavalry.

Chapter II of the regulations treats of the aerial formations. It provides for an exceedingly high aviation equipment for each large unit.

The Infantry division includes organically a strong squadron of two escadrilles. One of these, the reconnaissance escadrille, will be used for close missions and for observation of the battlefield. The other will work with the divisional artillery. Each of these escadrilles comprise 12 airplanes. The German army thus realizes the desiderata which we expressed at the end of the campaign of 1918. The division is henceforth permanently equipped with its eyes and observers. Its aviation will work constantly with the same units. They know one another wonderfully well; they have confidence in one another; they conform to one another's customs and idiosyncrasies. The results will be incomparably greater than those obtained with escadrilles that are assigned only temporarily to the divisions. At the moment that everyone begins to speak the same language the escadrille is replaced by a new one. Everything must be begun all over again.

The army corps has its own squadron which has the same composition as the divisional squadron. Its reconnaissance escadrille will specialize in photography and in night reconnaissance; its artillery escadrille will regulate the heavy artillery firing of the army corps.

The army is very strongly equipped with aviation units. The regulations provide for the assignment to it of one observation squadron, combat squadrons, pursuit squadrons and bombarding squadrons.

The observation squadron is of the same type as the divisional squadron; but its airplanes will as a rule be superior. They will, in fact, penetrate more deeply into the enemy lines. The reconnaissance escadrille will make distant reconnaissances and photographs of the enemy's rear areas. The artillery escadrille will regulate the fire of the high powered heavy artillery

which will be directed against the enemy quarters, its parks, railways installations and points through which it is compelled to pass.

Each army in active operations has assigned to it a combat unit with a strength of 3 or 4 squadrons. Each squadron comprises 4 escadrilles of 12 airplanes each. This represents a body of 150 to 200 airplanes which will have as its mission to take part in all the phases of the battle, both in aerial combats and in combat against the other arms. In an attack it will act with the assaulting troops, will precede the first waves, mowing down the enemy reserves and bombarding the centers of resistance.

The pursuit unit will be especially charged with the aerial fighting. It comprises from 4 to 6 pursuit squadrons, each squadron comprising 3 escadrilles of 21 planes. Its mission is to hinder the enemy reconnaissance and prevent the enemy combat aviation from taking part in the battle. It must enable its own reconnaissance airplanes to accomplish their mission. Its object is aerial combat. Pursuit planes should act in mass so as to be master of the air, at least during certain hours. They may be reinforced for certain missions by combat and bombarding squadrons.

The bombing aviation is less strong numerically than the combat and pursuit aviations. It consists of from 1 to 3 squadrons, each formed of 3 escadrilles of 12 planes. It is to be used in bombarding by day as well as by night.

The group of armies has only a very limited aviation force, which consists of one escadrille of 12 planes for making reconnaissance which are of special importance to it and which it wishes to entrust to observers whom it knows and can rely upon, and one artillery escadrille of 12 planes for the long-range and very mobile guns, especially those on railways, which it fires now in one direction, now in another.

The General Headquarters reserves a few combat and pursuit squadrons both for its own safety as well as for an aerial reserve. It will itself conduct the fighting against vital points in the enemy's back areas by means of bombing squadrons and giant airplanes which it will bring into action.

Such are the provisions of the German Minister of War for the formation of his future aerial forces and for their employment in another war with another great military power, that is, with us. This instruction on the employment of aviation is ample proof that Germany has but one thought: revenge.

#### RESERVE SQUADRON QUARTERED AT CRISSY FIELD

The 316th Reserve Squadron is now very jubilant over the fact that they have at last taken over the new quarters at Crissy Field. Members of this squadron are planning on a formal acceptance in the near future, which event will be coupled with appropriate ceremonies.

#### 22ND SQUADRON TO HAVE A BUSY SUMMER

Plans have been received from the Commanding General of the Fourth Corps Area in regard to the proposed work of the 22nd Squadron during the summer. The squadron will take charge of the instruction of the R.O.T.C., Air Service, which camp will be located at the Montgomery Air Intermediate Depot, Montgomery, Ala. The squadron will also work with the Citizen's Military Training Camp, which will be located either at Camp Benning or at Camp McClellan, Anniston, Ala. It will also take care of all the aerial observation for the National Guard Camp at Camp McClellan. It is planned for the National Guard Field Artillery to be stationed at Camp McClellan, which will give the observers and pilots of this squadron an opportunity to work with that unit in the adjustment of their guns. The Engineers have made request for the squadron to photograph areas on the Gulf of Mexico.

#### PROGRESS OF AIR SERVICE OBSERVATION SCHOOL AT FORT SILL, OKLA.

The third class for the Air Service Observation School at Post Field, Fort Sill, Okla., reported shortly before the 15th of January. The class is made up of 15 Air Service officers, one officer from the Chinese Navy, and

one cadet. All of these came from Carlstrom Field, where their primary training had been completed.

Work began on Monday, January 16th. The mornings for the first week were devoted exclusively to transition flying in DeHavilands. The afternoons were spent in the Motor Overhaul Shops, where the student officers personally tore down and reconstructed three Liberty engines, later testing them on the blocks, and "shooting trouble". These engines are to be installed in certain designated ships, and each student will fly one of the ships equipped with his own handiwork. Needless to say, great efforts were put forth on these engines by all concerned.

The course is now in its sixth week. The first four weeks were devoted strictly to flying and Liberty engines. Good progress has been made by all. The examination on engines was very practical. The ignition, cooling, lubrication, and gasoline feed systems were all very thoroughly covered, and a thoroughly practical knowledge of the subject was absolutely necessary to obtain a passing grade. The fact that all obtained a grade of better than 90% indicates the spirit of the class.

The fifth and sixth weeks have been devoted to flying and rigging, an equal amount of time to each. As in the case of Liberty engines, the work in rigging is practical, consisting of actual work on a ship - fitting and equipping it completely from the time it leaves the crate until it is placed in commission. This ship will also be flown by the class.

Beginning the seventh week and lasting until the end of the fifteenth week, theory will be combined with practice. The flying period of three hours each day will be taken up by flying the missions described and explained in the class room.

From the fifteenth week until the twenty-third and last week of the course, flying exclusively will obtain. During this period, formation flying and cross-country work will predominate. As in the last course, it is contemplated that each student will make a cross-country trip requiring at least two hops each way, the student to take a mechanic and to rely solely upon his own resources as far as navigation and flying are concerned.

#### TEST FLIGHT OF MB-VII AT MITCHEL FIELD

For several days there has been much anticipation as to what the new MB-VII airplane, which was being set up at Mitchel Field, would show on its initial flight. This ship, the first of its type to be set up, is a monoplane, powered with a 300 h.p. Hispano-Suiza motor. On Thursday afternoon, February 23rd, this small plane was given a short initial flight. No information was given out officially as to the performance of the plane, but those who saw it in flight are of the opinion that this plane will develop unusual speed. It was also noted that the monoplane had a very high landing speed. Many of the pilots of the field are hoping for an opportunity to fly this speedy little bus.

#### CARLSTROM FIELD HAS AVIATION MEET

The Field Meet held at Carlstrom Field, Arcadia, Fla., Friday, February 24th, started off with a bang, and there was not an idle moment during the entire afternoon. The show was opened with a DeHaviland formation over the field at low altitude. Mr. Art Smith, the famous civilian aviator, who is an instructor at the field, dazzled the crowd with a fine exhibition of stunt flying. He flew a Nieuport scout with smoke bombs attached to the upper wings, and made a very pretty effect. The speed race for all models was thrilling, and was won by Lieut. Hez McClellan in a DeHaviland. There were ten other events, and the two thousand spectators went away well satisfied, loud in their praise of the Air Service and more determined to keep Carlstrom which, from present indications, is destined to be abandoned and the school transferred to Kelly Field.

An event which marred the otherwise successful completion of the Meet was the death of Staff Sergeant Robert C. Washborne, who jumped with a parachute from an altitude of 3,000 feet and fell to his death because his parachute failed to open. The cause of the failure has not been determined.

but a board has been convened to determine the cause of the accident. The chutes were of the Floyd Smith type, were new, and had been received from McCook Field for this particular event. Sergeant Washborne was an experienced man with parachutes and had made several successful jumps. He was a graduate of the Air Service Mechanics School, Kelly Field, Texas, and had successfully completed a course in parachute repairing and maintenance. An impressive funeral was held on the field on Saturday afternoon, Chaplain Maurice Reynolds officiating.

#### MORE ABOUT THE VACUUM HULLED AIRSHIP

Signor Vaugean of Italy has invented an airship which it is claimed will revolutionize air transport. This ship, instead of utilizing gas for its lifting power, will ascend in the air through the creation of a vacuum by means of pumps inside of the airship, rendering it lighter than air. To overcome the danger of collapsing, the inventor is building his airship in three sections, one inside the other. The space between the outside of the airship and the first interior hull is exhausted of a certain portion of its air, the next space is still more exhausted, while in the center compartment of the ship the vacuum is made as perfect as possible. By this means the pressure of the outside atmosphere is distributed over three surfaces and is reduced to less than 5 lbs. per square inch on any portion of the ship. The airship now to be built is to be equipped with four engines of 300 h.p. each, which will serve the dual purpose of driving the airship through the air and working the pumps which create the vacuum inside of the ship. It is claimed that speeds as great as 215 miles an hour will be possible, and that the journey from London to New York could be accomplished in 18 hours.

London newspapers, in commenting on this invention, doubt if it will get beyond the paper stage, stating that the great objection to the vacuum principle is that a hull exhausted of air would promptly collapse from external atmospheric pressure or, if it were made sufficiently strong to stand a pressure of 15 pounds to the square inch, its weight would be prohibitive. The difference in lift between hydrogen and the vacuum is so small that if all the problems were overcome the vacuum ship would have only the slightest advantage.

#### A WORLD'S SPEED FLIGHT

Last autumn M. Sadi Lecoq, the famous French flier, and holder of the world's record for speed in an airplane, made an average of 206 miles per hour over four laps, using a Nieuport-Delage fitted with a 300 Hispano-Suiza engine. A little later Mr. J. Herbert James, holder of the British flying record for speed, flying a Gloucestershire Mars I plane, fitted with a 450 h.p. Napier engine, made an effort to beat Lecoq's record, and actually succeeded in doing 212 miles per hour over the lap, though his average for four laps was only just over 196. Since Mr. James' feat there has been much controversy as to whether his machine or the Nieuport-Delage is the fastest in the world. Lecoq's record was made flying both with and against the wind, whereas Mr. James' record on the one lap was made with the wind only. A British newspaper, the South Wales NEWS, states that in order to settle this controversy Mr. James challenged M. Lecoq to a series of air races, to take place at Croydon, London, on the occasion of the Royal Aero Club's race meeting on Easter Monday next, for £500 a side, and that M. Lecoq accepted subject to a return race being arranged in France. It is said that a series of flights will be carried out in order to eliminate flukes, and an effort will be made to break the existing world's record. The only possibility of the match falling through lies in the fact that the Nieuport-Delage machine lands at a speed of over 100 miles per hour, and the Croydon airdrome may possibly be too small for a safe landing. The French airman will visit Croydon shortly to inspect the airdrome, and if he is satisfied as to its size the contest will take place.



## SIDE LIGHTS ON EARLY AVIATION

Every once in a while persons, who possess a fondness for delving into the deep recesses of history in their effort to unearth additional light on particular subjects in which they are interested, come forth with some rather startling facts and cause those of us who pride ourselves on living in a highly advanced age to realize that there may be something in that saying about there being nothing new under the sun, and that our predecessors were not so slow after all.

An Englishman, who recently lectured before a graduating class of young engineers on the subject of the development of aviation, stated that since pre-historic times man has watched the graceful and perfectly effortless flight of the birds, and has wished that he, too, could enjoy the freedom of the air. There was no doubt that in some of the Greek myths, stories such as that of the winged horse of Pegasus were founded on unsuccessful attempts at flight made by men of that age.

The lecturer gave an amusing incident of, perhaps, the earliest authentic record of an attempt at flight, and the date of that was the eleventh century, when a Benedictine monk named Elmirus, of Malmesbury Abbey, made wings for himself with the feathers of birds. He jumped from the tower of the Abbey with his wings, and fell in a farmyard below, breaking his arm. His explanation of the failure of his wings was ingenious, but not very convincing. It was due, he said, to the large number of feathers necessary for his invention. To supply the quantity he had been compelled to use some from the farmyard fowls. These had a natural affinity for the place from which they came, and he had thus been attracted downwards to the farmyard. Had the feathers been from eagles they would have carried him to the upper air from which they came. However, the good monk did not make a second attempt with eagles' feathers.

Since that time there had been many more attempts at flight, all of which ended in failure, and often in disaster to the experimenter. The scientist Bacon made a hollow sphere of copper that formed a vacuum, and that could be put down as the first attempt to construct a "lighter-than-air" machine. It was before the end of the 18th Century when Montgolfier obtained success with his first balloon.

There were many inventors, but it was left to an Englishman, Sir George Cailley, to produce the first practical design of an airplane. In 1808 he proposed and designed a steam-driven machine which was in all essential particulars similar to a modern monoplane. He was before his time, and was unable to raise financial backing for his scheme.

In 1845, the experimenters Henson and Stringfellow set to work on Cailley's proposals of 1808, and it was about this time that the Aeronautical Society was formed for the purpose of furthering research and design.

Up to 1890 experiments were made with a certain amount of success, and in 1894 Sir Hiram Maxim built a huge machine which he tested on a track with check rails. It weighed about 8,000 lbs. and was propelled by two steam engines of 720 h.p. It could lift more than its own weight, but was subsequently wrecked.

The lecturer then dwelt on the experiments conducted by the Wright Brothers with gliders and their subsequent successful flights, and the rapid progress made from that time on in the development of aircraft.

### THE AERIAL JOURNEY FROM LONDON TO PARIS

An English clergyman, Rev. H. S. McClelland, writes an interesting story of his journey by air from London to Paris in a recent issue of the Glasgow NEWS, as follows:

"The day on which I travelled by the London-Paris air mail, the conditions were perfect for flying; scarcely a breath of wind on the ground, hardly a cloud in the sky. We arrived at Croydon (London) about 10:15. Here are the offices and airplane sheds of all the great air lines to the Continent - the Handley-Page, Instone, Grand Express Aeriens, &c., each flying its own "balloon". A huge star in red sandstone marks the center of the airdrome. Away to the left the new anchoring mast for airships

rises several hundred feet in the air. A score of airplanes de luxe, all of them of tremendous wing-spread and colossal engine-power, line the ground, around one of which, a huge Vickers-Vimy, Rolls-Royce, Limousine, of 470 h.p., a group of mechanics are busy. We knew instinctively that it is for us they were waiting. Five minutes more and we are through the Customs, have had our thirty pounds of free luggage carefully weighed, and are being helped into the car of this leviathan of the air. I found myself sitting in a well-ventilated saloon with ample room for movement. There were eight passengers in the car, and we sat four-a-side, with a small passage down the middle.

Through the window I can see our young pilot putting on his air-mask. A yellow bag, wax sealed, is handed to him. It is the air mail. He flings it into the driving seat and jumps in after it. Down below several mechanics in brown overalls are swinging the long blades of the propeller to and fro. My watch records half past ten.

'Stand clear!' rings out an order. 'Contact! Contact, sir!' The great engine opens with an earth-shaking roar, and grows louder and louder. Someone kicks the blocks away from the runners. The huge machine leaps forward like a greyhound from the leash, and gathering speed as it goes, it travels at a terrific rate for the end of the airdrome. This, of course, is the critical moment of the ascent. We appear to be making straight for a clump of trees. If we don't take the air soon . . . Ah! I thought so. The jolting, bumping ceases, and the slight roll from side to side tells us that our "runners are up", that we have left the ground. Now we are facing the airdrome again, but the sheds are several hundred feet beneath us, and a group of Lilliputian figures are waving us farewell. Rapidly we climb to five thousand feet, and the scene below grows passing strange. The dull yellow daubs, with the ditches between them, that marked the southern suburbs of London soon pass behind the Kentish hills. Now we are passing over open country, where the cultivated fields look like the tiny squares on a patchwork quilt, whose dominant colors are green and gold. Toy motor cars, with clouds of dust behind them, crawl sleepily along the white road-ribbon that covers the country side. It is interesting to study the various patterns of the corn-sheaves that are standing in the yellow fields. The black threads that seem to tie the towns together are railways, on one of which a train is disappearing into a tunnel. It looks like a tired worm crawling wearily into its hole. Those black spots, here and there, are farmsteads. Towns you see long before you reach them, and you see them all at once. They never look beautiful from the air. They remind one of warts.

That shining string of diamonds is the Medway, dancing in the sun. All this you see if you look down. To look straight out of the window is to see the huge struts and mighty wings of this great bird of passage, upon which for another hour our very lives depend. The airplane rolls in the air like a ship. Some of our number are showing signs of air-sickness, though "air pellets" were given to us all before we embarked, with fullest instructions as to their use if we 'felt queer in the air'.

We left the English coast at a quarter past eleven, somewhere between Hythe and Folkestone. We had descended to 1,500 feet and could plainly see the watchers on the sands. No language of mine could describe the magic of that crossing. Behind us the rolling downs of Kent; beneath us the dancing waters of the Channel; before us the pine-clad sand-dunes of the Pas de Calais. Only five ships of any kind were visible beneath us; the largest of them a P. and O. liner, looking like the sort of thing the London children play with on the Round Pond in Kensington Gardens.

But already the Irisnez lighthouse was poking its long nose up at us as we passed over her; Boulogne was spreading itself out beneath us, had passed behind us, and we were flying above the ruins of the British hospital camp on the brown Etaples sands. I looked at my watch. It was exactly eleven minutes since we left the English shore! We now turned due south, but climbed gradually to six thousand feet to get above the haze driving in from the sea. Little could be seen with any clearness from that altitude, save the long, straight public roads for which France is so famous, with the black shadows of the poplars lying flat on the white surface. As we passed over Montreuil, about 11:45, for three years the British Army G.H.Q., I found myself wondering how many German bombing planes had searched these areas in vain. Twelve o'clock found us flying over the battlefield of Crecy. A few

minutes later Abbeville lay behind us, and we were across the wide estuary of the Somme. We had now been in the air for nearly two hours, and even for our youngest passenger, a young girl of seventeen, the novelty of the experience was passing. We began to take more note of each other. A passenger in the back seat is reading a French novel. Several of us are busy photographing the interior of the saloon, and vainly attempting to get "exteriors" as well. One timid friend, to whom courage is now returning, asks his neighbor to try a snapshot of him! 'I guess I'd like a memorial of this fool trip,' he says, 'for they'll be flying to Mars before I take another!' 'What do you mean?' replied a Toulouse pilot. 'What do you mean, you'll never have another? Why, I'll be flying you next week to Rabut!' 'I guess you won't,' drawled the American, 'the next time I'm up as high as this, the good Lord'll be takin' me to glory!'

It was now 12:40. We had passed over Poix and Crevecour, Beauvais and Pontoise, when, away in the distance, with the silvery Seine, like a shining serpent, winding all about her, I caught my first glimpse from the air of the gay French capital, nestling like a jewel in a velvet casket, in the woods of Chamberg and Versailles. Suddenly, and to most of us unexpectedly, for we were still a long way from Le Bourget, the roar of the great engine ceased, the air became strangely still, and we felt ourselves falling earthwards, and turning as we fell. Our American friend kept his eyes fixed on the height indicator. 'Six thousand feet!' he read breathlessly, 'five thousand, four thousand, three ---. With a mighty roar the engine started again. We rose rapidly a thousand feet, turned on our track and came down in a sweeping curve. The American could stand it no longer. 'For God's sake, Mr. Pilot,' he cried, 'don't change yer mind! Keep on goin' down. Keep on goin' down!' The pilot evidently knew his own mind quite well. We came down the remaining half mile in a series of volplanic spirals that landed us right over the star in the center of the airdrome.

We landed at 12:46, having covered the 260 miles between the two capitals in two hours and a quarter, an average of two miles a minute! Half an hour later I was lunching at the Hotel Continental with some of my fellow adventurers. 'What are you doing with yourself this evening?' I asked of one of them in whom I had already found a friend. 'I'm thinking of going to the "League of Notions,"' he replied. Do you know anything about the show?' 'The League of Notions?' I answered in great surprise, 'I didn't know that was to be seen in Paris.' 'It isn't,' came his quiet answer. 'I'm flying back to London by the four o'clock plane.'

#### AN AIRMAN'S MEMORIAL AT PRINCETON UNIVERSITY

There is to be erected at Princeton University an artificial skating rink as a memorial to the late Lieut. Hobart A. H. Baker, the famous Princeton football and hockey player, who during the war was a member of the Lafayette Escadrille and later Commanding Officer of the 141st Aero Squadron, and who was officially credited with bringing down three enemy planes, was decorated with the Croix de Guerre for "exceptional valor under fire", and met his death accidentally in a flight at Toul on December 26, 1918. The Baker Memorial is to be a Gothic building which will be a credit to Princeton architecture, and the erection of same has been made possible through the donation of \$100,000 by an anonymous contributor. The estimated cost of the structure is \$250,000 and with the \$100,000 already assured, donations for the additional \$150,000 are being obtained.

#### THE AIR MAIL SERVICE

The vast improvement in the operation of the Air Mail Service is evident from the fact that, as stated by Ex-Postmaster General Will H. Hays before the Senate Appropriations Committee on February 23rd, there has been but one fatality in the last million miles flown, while in the last fiscal year there were 17 fatalities in a total of 1,770,000 miles. Mr. Hays, in urging upon the Committee to restore the appropriation for the aerial mail which was eliminated by the House General Appropriations Committee, stated that since

the future of the country lies in aerial communication, the Air Mail Service is of great value and of tremendous potential value as a defense reserve in case of necessity. He added that, while commercial air activities may ultimately develop in a way to provide for aerial mail service, this will not come in the next fiscal year, and by all means a reasonable effort consistent with proper expense and certain safety should be made to develop the Air Mail.

Mr. Hays stated that the amount of money expended for Air Mail Service for the last fiscal year was \$2,600,000. Of this amount \$1,245,000 was expended from the Railroad Transportation Appropriation. The Air Mail Service Appropriation for last year was \$1,375,000; The appropriation for the current fiscal year is \$1,425,000. No other appropriations are being used, and it is possible that the service may have to be curtailed to some extent before June 30th, although an effort is being made to fly six times a week without a deficit.

The Post Office Department now has 53 ships in flying condition and 20 undergoing repairs. Major repair work at a number of fields has been ordered discontinued in the interest of economy, and only such purchases of material are being made as there is reason to believe will be used before June 30th. It is estimated that at the close of the present fiscal year there will probably be not exceeding 25 ships in flying condition and the stock of supplies will be reduced to a minimum.

The appropriation for the fiscal year 1923 must be greater than that for the current fiscal year to insure satisfactory service, for the reason that on July 1st supplies will be practically exhausted and it will be necessary to bring the ship situation to normal condition, which is figured as 50 ships. The equipment received from the Army at the present time is not in good condition. All wings need repairs, damaged longerons must be replaced in many ships received; the Army stock of propellers suitable for use is exhausted, and the same is true of landing gears, gasoline tanks, tail skids, radiators, and many other accessories.

During the current fiscal year, from July 1 to January 31st, the total number of miles travelled was 1,029,056; the number of letters carried 25,496,560; the percentage of performance (trips completed) 93.12%; the number of ships in the air daily, 21; miles flown with mail daily, 5,360; estimated mileage for year, 1,800,000; number of fields (all fully equipped) 15; number of radio stations, 14; estimated value of equipment, on hand, \$1,500,000.

No fatal accidents have occurred in the current fiscal year on mail flights. More than one million miles have been flown since the last fatal accident, which occurred on July 16th on a ferry ship. The pilot was ordered to take a ship from San Francisco to Reno, and he fell on the home field at San Francisco.

The late Colonel Shaughnessy introduced a "safety-first campaign" and insisted that safety must be given consideration over percentage of performance. His policy has been carried out with very good results, as shown above. During the last fiscal year ended July 1, 1921, 1,770,658 miles were flown and there were 17 fatalities - 13 pilots and 4 mechanics, an average of one fatality for each 104,156 miles.

If the Senate restores the Air Mail item, Mr. Hays asked that the full amount (\$1,935,000) should be restored. The estimates for 1923 were very carefully prepared, and in the opinion of the Post Office Department it will require practically \$2,000,000 to fly the Transcontinental Route safely. It would be better to discontinue the service if there are no ships in good condition to be flown.

#### AERONAUTICAL NEWS FROM OTHER COUNTRIES

##### England.

In the report of the Committee on National Expenditure, headed by Sir Eric Geddes, which was issued on February 10th, it is stated that a reduction of £175,000,000 must be made in the expenditure for 1922-23. Of this sum it is recommended that a reduction of £46,500,000 be made in the cost of the fighting services, viz: £21,000,000 in the Navy, £20,000,000 in the Army, and £5,500,000 in the Air Force. The estimates for the Royal Air Force for 1921-22 were £18,411,467. For 1922-23 they are only £12,957,300, a reduction of approximately £5,500,000.

Germany.

From Berlin, under date of February 10th, it was announced that the prohibition by the Allies of the manufacture of airplanes and air material will cease as from May 5th next. The Council of Ambassadors decreed the date, February 5th, as that on which Germany had fulfilled the terms of Article 202 of the Peace Treaty, and a period of three months has to elapse before manufacture and import can be resumed. The announcement adds that the manufacture will not be entirely released from control. By the terms of the London ultimatum Germany undertook to observe such regulations as the Allies might impose for the differentiation between military and civil airplanes. The Allies have not yet communicated to the German government what these regulations will be, or what organization it is proposed to set up to see that they are carried out. It is assumed, however, that the Inter-Allied Air Commission will terminate its work on May 5th, and on the new regulations will depend the further development of the German air industry.

Australia.

A correspondent of the London TIMES states that arrangements are being made by the Australian Government to establish this year two aerial defense bases, in Victoria and New South Wales. Developments in this direction have recently been facilitated by the acquisition by the Commonwealth Government of 128 airplanes of various types as a gift from the British Government.

It is the declared policy of the Australian Government to establish aerial defense bases in all the States of the Commonwealth as finances permit, and with this object in view the Victorian base is to be constructed so as to form a headquarters for all the State units. Here there will be a large depot for equipment and stores, and a training school for pilots, observers and aerial gunners.

Plans are also being made to establish a seaplane unit at Sydney to work in cooperation with the Navy. Nearly all the equipment needed for this unit has been given by the British Government.

Finland.

The American Consul at Helsingfors, Mr. L. A. Davis, states that during 1921 there were two commercial aviation companies<sup>operating</sup> in Finland, the Flyg A/B and the Flygtrafik A/B, a merger of which is now under consideration. The former operated two French Caudron hydroplanes, one of which could carry two passengers and the other only one. These planes proving unsatisfactory for the purpose because of their construction were sold to the Finnish military authorities, and the company intends to procure new planes for next season. Flights aggregating 63 hours were made between April and September, when flying was stopped by unfavorable weather conditions; a total of 260 passengers was carried without accident. The Flygtrafik had no planes of its own, but rented a German Junker from a Swedish company, and carried about 200 passengers.

Owing to depreciation of Finnish currency and the consequent high cost of airplanes procured from abroad, an airplane factory for the military authorities was built last year in the dry dock division of Sveaborg, just outside of Helsingfors; some repair shops were already located there. It is intended hereafter to build in Finland some of the seaplanes needed for military purposes; but motors for these must be imported for the present, although a factory for the construction of motors is also under consideration. There is also a complete repair shop for airplanes at the military station on Sandhamn Island, where all military machines are brought for important repairs, new machines inspected and trial flights made.

In the spring of 1921 the Aero Club of Finland applied for membership in the Federation Aeronautique Internationale, and the application was granted at the annual meeting of the Federation in Madrid, October 26, 1921. Finland was represented at this meeting by the chief of Sweden's flying corps.

Venezuela.

Vice Consul S. J. Fletcher, at La Guaira, states that with the exception of a few exhibition flights made at Caracas, the capital, there have been no attempts to introduce civil or commercial aviation in Venezuela. For military aviation, a branch of the Venezuelan Army has been organized, known as the Infantry Aviation Company, made up of two officers and 62 men, with headquarters at Maracay, State of Aragua. During 1921 instruction in military aviation was given by 3 officers in the French Military Mission to 12 students, of whom 11 succeeded in flying alone, and 5 qualified as pilots.

The equipment consists of six Caudron and two Farman airplanes and two Caudron and two Farman hydroplanes. A considerable amount of machinery and equipment has been bought from the French Government, but the equipment on hand is considered insufficient, and instruction in flying has ceased, awaiting the purchase of further equipment which the instructors have recommended to be secured from France. Plans for improved landing fields and the establishment of several flying routes have been held up from lack of funds, and it is expected that the waning interest in aviation will prevent the passage of a sufficient appropriation to execute these proposals in the near future.

## SQUADRON NEWS

Hqrs. Third Squadron (pursuit) Camp Claudio, P. I., Jan. 7.

While it was necessary for both officers and men to perform a great deal of work during the Christmas holidays in preparation for transfer on January 2nd to Paranaque of the Third Squadron, nearly everyone managed to work in two or three days of relaxation and to motor into new country. 1st Lieut. W. R. Taylor and Mrs. Taylor and 1st Lieut. and Mrs. Riley report an interesting but trying trip to Lingayan Gulf, approximately 70 miles north of Clark Field, where they found a stream abundantly stocked with fish and an excellent swimming hole. Taylor's flivver burned out on the return trip and Riley nearly suffered sunstroke through having changed four tires within the period of an hour or so, which throws some light on our climate and roads here. Lieut. and Mrs. Pardy with their baby daughter visited the hot springs at Los Banos, but returned to Manila on account of the myriads of mosquitoes throughout the southern part of the island.

In accordance with orders from Headquarters, Philippine Department, the 3rd Squadron (Pursuit) and the 6th Photo Section, with approximately 75 men and 10 officers, moved into camp at Paranaque Beach on January 3rd, Major A. H. Gilkeson commanding. For the coming month the Squadron will spot the firing from the coast defenses of Manila and Subic Bays. On account of the scarcity of pilots and observers, some long shifts have and will be flown. The work is very interesting when the shots are fired in rapid succession, but extremely monotonous during long periods of flying about awaiting action. The field at Paranaque is small, and in location strongly resembles Crissy Field. The camp is but of temporary nature at the field, with the officers' and mess tents on the shore of Manila Bay. Manila itself is but six miles north and within easy distance. In leaving Camp Claudio, planes head west for Corregidor Island at the mouth of Manila Bay, passing over Cavite Naval and Wireless Station. Upon checking in at "The Rock", as Corregidor is called, planes proceed with the work, some targets lying far out in the China Sea. The tow tugs are, indeed, considered as beacons of welcome succor in case of emergency, though at nearly all times planes are within easy gliding distance of shore. The shore, however, is usually precipitous, with scant beach and foully rough water, and it is said in some quarters that sharks - man eaters - are abundant. As rapidly as possible planes are being equipped with flotation gears.

To date five shoots have been held, with results indicating a requirement for closer liaison, better communication and greater familiarity through training of pilots and observers. There are innumerable details in the work which require much foresight and which, if overlooked, result in failure of mission. The experience being gained, however, by the 3rd Squadron should result in it being highly proficient in Coast Artillery work on conclusion of the program. In many cases enlisted observers are being used, among whom Sergeant Banfelder, and Privates Jones, Ponatowe and Rafter have been doing some praiseworthy work.

Hqrs. Third Squadron (Pursuit) Camp Claudio, P. I. Jan. 16.

The past week has been a busy one for the 3d Squadron in its work with the Coast Defenses of Manila and Subic Bays. Much excellent experience has been gained in all branches of the work of rifle and mortar fire spotting, and while it cannot be hoped to set any sort of a record, due to inexperience of pilot and observer, it is believed that future similar activities will be performed with a high degree of efficiency. During the week ending January 14th, a total of 61 flights were made, totalling approximately 64 hours' flying time. Five batteries were observed successfully, with an estimated 98% efficiency in communications, there being 100% communications efficiency maintained between planes and battery panel and radio ground stations. A local ground radio station with umbrella type antennae has been established, making possible inter-station communication. First Lieut. Edward H. Guilford deserves great praise for the vast improvement he has wrought in the squadron radio since joining the organization in December 1921.

Kindley Field, Fort Mills, P. I., Dec. 31.

Very little of interest has happened in this command during the last week. The entire command greatly enjoyed the holidays, and the majority of the men will be quite glad to start the ball rolling and begin the work again.

Kingley Field, Fort Mills, P. I., Dec. 31, Cont'd.

Informal indoor baseball games have been played back of the barracks of the 17th Balloon Company most every day, with as many members of the command playing as cared to. No records were kept of the scores nor the number of games played.

An event which marred the enjoyment of the Christmas holidays was the death of Sergeant Jacob Wagner, 17th Balloon Company, who died on December 24th at Sternberg General Hospital. Sergeant Wagner was assistant to the Post Electrician. The death of this efficient soldier is greatly felt by all members of this command, who will always remember him as a regular fellow.

As soon as the holidays are over, most of the members of this organization (2nd Squadron, Obs.) are to leave for Paranaque Beach on temporary duty with the 3rd Squadron (Pursuit) in connection with the coming Artillery practices.

Quite a few members of the Squadron have taken to playing tennis during the holidays, and every day sees some new "championship team" issuing a challenge to all comers.

Several members of the 17th Balloon Company took advantage of the opportunity to go hunting in the hills on the shores north of the channel, and several others went to Manila on pasees. The loss of Sergeant Wagner is greatly felt by the members of this company, as he was one of the oldest Non-Coms. and was always efficient as such.

During the holidays several very informal stag dances were held in the recreation room of the 17th Balloon Company, and many members of the various commands, who soon expect to return to the States, took the opportunity of limbering up their feet, etc. The music was furnished by our "Jazz Band", i.e., Piano, Saxophone, Violin, Clarinet and Trap Drum.

Chanute Field, Rantoul, Ill., Feb. 13.

The epidemic at this field, which was at first believed to be scarlet fever, has been found to be a form of influenza with a scarletina rash. Due to the measures used for the prevention of this disease, the number of cases has decreased to a most satisfactory degree. From present indications the quarantine will be lifted within a few days. Lieut.-Colonel E. L. Rhoads, M.C., Surgeon, 6th Corps Area, inspected the field February 8th. He urged the policy of absolute cleanliness as being the only method of successfully combatting the disease. Major A. H. Eber, M.C., has reported from Fort Wayne, Mich., for temporary duty during the epidemic.

The measures used in fighting the disease have been, first, fumigation; then segregating the men into bays with an average number of not more than twenty men per bay. These men drill separately, work separately and mess separately. Thus, if a case breaks out in one section the men in one bay only are exposed, and not the entire section. Daily medical inspections of the entire command are made. The policy of absolute cleanliness, even to the smallest detail, has been rigidly enforced. Good use of every bit of fresh air and sunshine has been made. Fortunately, the weather has been moderate in the past three days, which has helped materially in fighting the disease. The reason so far advanced for this epidemic has been that the quarters on the field are insufficient to accommodate the number of men. There are over 1,000 men on Chanute Field, with barrack accommodations for slightly over half that number under normal conditions. Practically all communication with Rantoul has been stopped. Only a few civilian employees are permitted on the field.

The epidemic has curtailed the activities of the 15th Squadron (Observation), only two cross country flights having been made. First Lieut. H. E. Woolridge flew to Chicago and 1st Lieut. J. S. Eldredge to McCook Field, Dayton, Ohio. The practice of making frequent flights to McCook Field is one which is encouraged at Chanute Field, for it allows the officers to keep in closer touch with the experimental work of the Air Service. Every visit to McCook Field is of practical value to any Air Service officer. The treatment accorded the officers of this post while at McCook Field is of the finest. The officers of the Engineering Division have a well deserved reputation for hospitality. Captain Ernest Clark, A.S., has plans under consideration for a mission to Dayton, using the four pilots of the 15th Squadron. Landings will be made at Fort Benjamin Harrison.



Chanute Field, Rantoul, Ill., Feb. 13, Cont'd.

Two cross country flights were made by the Air Service Mechanics School pilots during the week - 1st Lieut. Harry Weddington to Peoria, Ill., and 1st Lieut. Warren R. Carter to Camp Grant, Ill. Lieut. Carter made two attempts to reach Camp Grant. On the first attempt he broke a vertical drive shaft when near Kankakee, and was forced to land.

Chanute Field, Rantoul, Ill., February 20.

The quarantine for Influenza, which has been in force since February 4th, was lifted at midnight of February 19th, and the Air Service Mechanics School resumed its normal operation on the morning of February 20th. Due to the prompt measures carried on by the personnel of the field under the direction of Major W. H. Smith, M.C., Post Surgeon, the disease was successfully checked and has vanished entirely. In the last three days no cases have been reported, and the sick rate is below normal.

Colonel Samuel B. Rutherford, Inspector General's Department, visited the post on a short inspection tour on February 15th. He left for Chicago the same day.

First Lieut. Harry Weddington is expected to leave with Mrs. Weddington shortly for San Antonio, Texas, where he will spend a few days before proceeding to San Francisco to take the transport for his new station in the Philippines.

First Lieut. Langhorne W. Motley has been ordered to duty with the organized reserves. He will be stationed at Fort Benjamin Harrison, near Indianapolis, Ind. Lieut. Motley is at present on a leave of absence, which he is spending at Rochester, Minn., in order to be near Mrs. Motley, who is undergoing treatment at the Mayo Brothers Hospital at Rochester. She is reported to be progressing favorably.

Mitchel Field, L.I., New York, February 18.

There has recently been quite a revival of interest in athletics at this field. The Air Service officers have organized a basketball team, set about whipping it into shape by daily practice, and sent out a broadcast challenge. This challenge was accepted at once, and closer home than expected. The 5th Squadron (Observation) jumped at the chance to show their skill as "basketeers". Both teams are practicing frantically, and about next Saturday evening, February 25th, a regular fight to the finish will take place at the court in the Enlisted Men's Club. The Commanding Officer, Major Weaver, has announced that he expects to have the best baseball team on the Island. Already those interested are out scouting for pitchers. Both the Air Service officers and the enlisted men are organizing teams. Tennis and golf fans are also out testing the depth of the snow on courts and links to see when their favorite sports can start.

A letter has been written to the Commanding General of the Second Corps Area, requesting authority to publish a field newspaper, something after the fashion of Dayton's "Slipstream". In the event authority be granted for the establishment of our newspaper, the remainder of the Air Service will very soon be shocked by the appearance of Mitchel Field's little "Control", "Airplane Express", "Fatigue Detail", or whatever it is to be called. A name has not yet been definitely decided upon, but announcement has been made that suggestions are in order from every member of the command, and a committee will select from all suggestions the most appropriate title. The publication of the paper will be a function of the Post School. It will be used as a medium to inform the whole field of the principal activities of each department, to publish the names of the leaders in school, and to acquaint the rest of the Air Service with Mitchel Field's personnel and activities.

During the past week Captain J. H. Jones and Captain Casius W. Styles reported to the Field for duty. Captain Jones comes from Selfridge Field, and Captain Styles from the Observation School, Post Field, Fort Sill, Okla. Each has been assigned to Air Park duty, Captain Jones to Air Park No. 6 and Captain Styles to Air Park No. 7.

The Thursday night meeting of the Fortnightly Card Club saw an unusually large number of bridge enthusiasts on duty. Practically all of the officers and ladies of the post are now regularly attending both the card parties and the dances, which occur on alternate Thursdays.

Mitchel Field, L.I., New York, February 18, Cont'd.

Great preparations are being made for the black and white masquerade ball, which will roll through this field on next Thursday evening.

About twenty officers and ladies formed a sleigh party for Friday evening, February 17th, which proved a complete success and a very enjoyable adaption of a social function to weather conditions.

Immediately upon the receipt of Army Regulations 350-2505 - Military Education - Post School, the Commanding Officer appointed a Post School Officer and issued the necessary instructions to establish a post school. The policy was established of having a course of instruction for each grade or specialist rating available on the field, in order that there might be a man trained or in training for each grade or rating. In addition, voluntary courses were provided to enable ambitious soldiers to complete the grammar school or high school work, or to learn some technical trade. Over four hundred students have been enrolled in the school. One of the largest buildings on the field has been set aside for the school, equipment is being assembled and installed, and on March 1st the school will open for class and shop work. It is principally the aim of the school to provide sufficient skilled airplane and engine mechanics and other trained technicians and specialists to provide qualified personnel to properly operate this field and all its varied functions.

Mitchel Field, L.I., New York, February 25.

This post is lately coming to take on the appearance of a regular army post. Officers are now having saber drill daily. At first, the lives of many were endangered at this drill because of the promiscuous manner in which some of the officers handled these weapons, and some of the unusual movements that were executed. Captain Cassius N. Styles and Lieut. Hoyt Barksdale came very near being executioners. The officers realize the need of this training, since they had no opportunity during the war days, when the use of the saber was discontinued.

Guard mount is also another illustration of Mitchel Field being part of the army. Guard mounting is formal when weather permits; the guard is armed, officers are armed with the saber, and the fife and drum corps is well trained. With careful attention to details, Mitchel Field will very shortly compare favorably with the older posts of the army in these and other military ceremonies.

The warm weather has permitted much flying during the past week. On many days the field took on much of its old appearance during the war time training days. During the early part of the week the melting snows left lakes of water on the field, which gave good practice in accurate landing and landing on restricted areas.

One thousand dollars has been allotted the Post School at this field for the repair of buildings, and the purchase of supplies and equipment. The school building is assuming the appearance of an industrial school. Motors, airplanes and shop equipment are being moved in, and the classrooms and library are being completed. On March 1st the school opens for active operations in all divisions. Over 400 students are already enrolled in the various courses.

The Commanding General, 2nd Corps Area, has authorized the publication of a post newspaper. The staff for the paper has been selected, and the first issue will appear about 15th of March.

All the activities and organizations of the field are busily engaged in putting their houses in order and their personnel in training to meet the coming field training period and the training season for reserves and the National Guard. Plans are being drawn up and studied, in order that the best method for complying with Circulars Nos. 33 and 36 may be devised. All, however, are looking forward to this period with pleasure, and they realize that this is the period nearest resembling war time conditions.

The usual fortnightly dance at the Officers' Club scheduled for Thursday evening, February 23rd, was changed to a black and white masquerade ball, and proved to be one of the most enjoyable social affairs of the winter. Practically every officer and lady of the post was present, as well as many guests from nearby towns. The dance committee, composed of Mrs. W. R. Weaver, Mrs. T. E. Weldon, Major Longacre, Captain Brady and Lieut. Fishback, deserve great credit for the successful manner in which the arrangements were carried out. This was the first dance in the new hall recently completed in the Officers' Club, Annex, which is to be used in the future on such occasions.

Mitchel Field, L.I., New York, February 25, Cont'd.

During the past week the two basketball teams of the field, the 5th Squadron and the Mitchel Field Officers' Team, had been turning out daily for practice in order to get in shape for the first game of the season, which was held on Saturday evening, February 25th. The 5th Squadron won by a margin of one point, the score being 16 to 15. Much interest is now being exhibited at the field in basketball, and two games are scheduled for the coming week - a second game between the Officers' Team and the 5th Squadron on Wednesday evening, March 1st, and a game between the Mitchel Field officers and the Hempstead National Guard Armory for Saturday, March 4th.

The pitching staff has been lined up for the Mitchel Field Baseball team, and the batteries are warming up for an early baseball season.

A movement has been started to organize a tennis club at this field. Courts are being prepared and arrangements made for their upkeep and repair. Very shortly our would-be tennis stars will be seen on the courts getting into form.

A group of officers, under the leadership of the Commanding Officer, are endeavoring to get up a polo team. The handicap thus far has been lack of mounts. Every effort has been made by the Commanding Officer to secure them, and, if they can be obtained, at least ten officers, who have expressed a desire to play, will try out for the team.

Rockwell Air Intermediate Depot, Coronado, Calif., Feb. 24.

Several officers of the post attended a reception on Wednesday afternoon held on board the battleship CALIFORNIA, the flagship of the Pacific Fleet. The reception was given by Admiral Eberle and his staff for all officers of the Army and Navy and their families and friends within the vicinity of San Diego.

Recently Lieuts. John M. McCulloch and A. W. Vanaman won five silver cups at the open invitation golf tournament held by the San Diego Country Club on the golf links at Chula Vista.

The 18th Squadron boasts of having an undefeated golf champion by the name of Private G. Jurovich. Private Jurovich challenges, will take on and wager all of his pay during any month that he will defeat any other enlisted man in the United States Army or Navy in an open golf match on any golf links in the vicinity of San Diego.

Captain and Mrs. Bevan did the honors at the regular Thursday bridge-tea at the Officers' Club. All officers and ladies of the post were present. Following the tea, Lieut. Webber invited several of the officers to his quarters to enjoy with him a few rounds of the old Chinese game Mah-Jong. (Lieut. Webber mostly gave the party).

The following article concerning the First Annual Ball, to be held at the U.S. Grant Hotel on March 3rd, appeared in the San Diego SUN recently:

"Army Airmen to Cavort High Up One Week Hence.

A formation of airmen 100 strong will dip and glide high over the business district of San Diego on the night of Friday, March 3.

Immelman turns, vertical banks, side slips, skids, zooms, falling leaves - the entire repertoire of the army flyers (and that means everything) will be exhibited.

For that is the night the enlisted men of the Eighteenth Squadron of Rockwell Field will hold its dance, high over the city on the top floor of the U. S. Grant Hotel.

Flight orders have been issued to 100, announces Lieut. Frank Seifert, field recreation officer, who is chairman of the entertainment committee.

The committee has "spotted" Harvey Ball's orchestra for the occasion. Altitudinous refreshments will be served, and decorations will be a la hangar."

Hqrs. 12th Squadron (Obs.) Fort Bliss, Texas, Feb. 18.

The Squadron basketball team defeated the 7th Cavalry 17 to 9, placing it far in the lead in the Fort Bliss Basketball League, with five games won and none lost. The 8th Cavalry holds second place with four games won and one lost.

First Lieut. Harvey W. Prosser, Squadron Radio and Gunnery Officer, was ordered on detached service, and left for Post Field, Fort Sill, Okla., on February 12th. Lieut. Prosser made the journey in his car.

Hqs. 12th Squadron (Obs.) Fort Bliss, Texas, Feb. 18, Cont'd.

In the fastest and most cleverly played game seen in the Pass City circuit this season, the Junior College of El Paso nosed out the Fort Bliss Fliers by a 19 to 17 count after having the short end of a 14 to 7 score at the end of the first half. The fliers, too, staged a wonderful game. Their passing, combined with that of the collegians, made the game the most smoothly played this season.

Carlstrom Field, Arcadia, Calif., February 20.

Lieut. and Mrs. Cumberpatch have returned from an extended leave in California. In addition to his duties as an instructor, Lieut. Cumberpatch has been assigned as commanding officer of the Cadet Detachment.

Major Ralph Royce returned to Carlstrom Saturday afternoon by air after an alleged 30 day leave. We use the word "alleged" advisedly, as the Major was put on duty when he arrived in Washington, and remained so until he departed. His return trip was very eventful, being by boat to Langley, by air in a Martin Bomber to Pinehurst, N.C.; by train to Montgomery, Ala., and by air from Montgomery to Carlstrom, the Major piloting a DH4B. Major Royce was accompanied on his return trip by Lieut. Oliver A. Gottschalk, who will be remembered as the chap who, to amuse the holiday crowd last July, climbed a Nieuport straight up for 95 feet and then spun it back down 100 feet. The stunt was a howling success, but the Nieuport and Gotts were about ruined. After a course at the Post Hospital and a p.g. at Walter Reed, however, he is up again, looks fine, and is able to walk, run, and play a fair game of tennis.

Colonel Danforth, Commanding Officer of Langley Field, called at Carlstrom a few days ago. He is on leave and is visiting near Arcadia. Colonel Danforth took his primary training at Carlstrom about a year ago.

Lieut. Merrick has successfully passed his Airplane Pilot test and has been assigned as an instructor. Lieut. Merrick has been out of the army for some time, and recently came back. During the war he was an instructor at Barron Field, Fort Worth, Texas.

Flying was resumed on a large scale on February 20th, when the entire class of cadets and officers were assigned for flying instruction. An extra effort is going to be put forth to complete the class in record time on account of the contemplated move to Texas.

Orders have been received at Carlstrom directing all our nurses to leave Carlstrom Field. It will be no fun to be cracked up in the hospital now without pretty nurses to look after us.

Colonel Robert C. Williams, Inf., Retired, has been visiting the field as a guest of his son, 1st Lieut. Charles Williams, a detailed student officer taking the course. Colonel Williams graduated from West Point in June, 1886 (class of General Pershing) and was commissioned a 2nd Lieutenant of Infantry. He was retired on account of physical disability in 1898, and served on recruiting duty until the World War, when he was again called into service as a colonel. At different times during the war, Colonel Williams commanded the 3rd, 19th and 34th Regiments of Infantry, and was retired in September, 1921, after 38 years of service.

Kelly Field, San Antonio, Texas, Feb. 24.

A flight of four planes left the field on February 11th, piloted by Captain T. H. Shea, Lieuts. V. J. Meloy, E. T. Selzer and E. R. McReynolds, with Staff Sergeant Allen, 8th Squadron, as mechanic, for Monterey, Mexico. A stop was made at Laredo, Texas, where Colonel Medina, Inspector General of the Northern Division, Mexican Army, and Major Domínguez, aid de camp, and Captain DeLangdon, Cavalry, U.S. Army, were picked up, and the voyage resumed to Monterey. Four days were spent at this delightful city, and the visitors were royally entertained by Army and civilian circles. Several prominent Mexicans were given airplane rides and were very much pleased, especially those who had a ride through the saddle of Saddle Mountain. The return flight was made without a mishap, and the purpose of the trip - which was to increase the friendly relations between the two nations - can be said to have been highly successful. Sergeant Allen deserves a great deal of credit for the excellent way he carried through the big job of caring for and servicing four planes.

Kelly Field, San Antonio, Texas, Feb. 24, Cont'd.

A delightful card party was given on Monday, the 13th, at the Aviation Club. On Tuesday afternoon another successful tea dansant was given by the ladies of the post. On Saturday afternoon Captain and Mrs. Clinard, M.C., entertained at a tea dansant in honor of their daughter, about forty guests being present.

The Commanding Officer, Lieut.-Col. Howard, has organized a new riding class for officers. From a glance at the applications, it looks like we are going to have a crack third and fourth team for polo, with a possibility of a Kelly Field tournament within our own.

Cross country flying appeared to be the new hobby of the 2nd Group, and, as a result, golf and tennis have faded into the background. Perhaps the hop at Ellington last Friday night was a prominent factor in this "new" activity, but we shall see what we shall see.

Major Blackburn Hall has assumed command of the 2nd Group, vice Major H. J. F. Miller, who has been detailed with the Organized Reserves.

Lieut. Fred Borum won the Grand Prix at the traps a few days ago, getting 24 out of 25 birds. It looks like Fritz has been deserting his "goluf".

By recent orders of the War Department the Group is minus a covey of excellent officers in the loss of Lieuts. McReynolds, Meloy, McKiernan and Frank White. Meloy is ordered to Texas A. & M. College as Assistant Professor of Military Science and Tactics, the others "shove off" for the Philippines. Captain B. B. Bubb assumed command of the 8th vice Lieut. Meloy.

On Monday, the 14th, panel exercise was carried out with the 4th Infantry Brigade of the 2nd Division. The purpose of this work was to test the visibility of the new panels recently authorized for use by the Infantry. The new panels were very easily seen, and the observer reports a great improvement over the old panels.

A recruiting party is being planned, composed entirely of the 90th Squadron personnel. This will be the first time in history that the squadron as a whole made any direct effort toward filling its own ranks. Recruiting by this method means a higher type of enlisted personnel for any organization - they may pick and choose those men most suited to their standards and needs.

On Friday of last week the 90th Squadron Basketeers defeated the 26th Squadron, thereby winning the championship of the 3rd Group. The game was uninteresting, as the 26th had lost two members of its regular team. The 90th has won seven games and lost one.

A basketball game to decide the championship of the field was played on Tuesday, the 90th Squadron taking the field against the Fourth Air Park, the undefeated champions of the Bombardment Group. A good crowd of "Attack" rooters, from Major Heffernan down to the newest recruit, turned out loyally to root for the 90th. The end of the first half saw the game 6 to 3 in favor of the bombers, but a whirlwind attack early in the second period gave the 90th two goals, and two more were thrown later in the period, which clinched the game.

Lieut. Evans, after inestimably aiding the 90th in its last and hardest basketball game, had just time to change his clothes after the game Tuesday and get to the train which was to carry him to San Francisco. No one appreciated Lieut. Evans more than the members of the basketball squad. It was he who took the raw material, possessed of little more than the uniform "fighting spirit" of the 90th and developed that passing form that brought the team to the top in basketball. The earnest best wishes of all members of the command follow Lieut. Evans to his new assignment.

A squadron Baseball League, similar to the Basketball League just finished, will commence March 1st with all squadrons represented. A cup will be presented to the champions of the field.

France Field, Canal Zone, February 18.

The construction work on additional officers' quarters and barracks to accommodate the new outfits which are expected is almost completed.

The new grandstand and baseball field is now completed, and France Field can boast of having one of the best grandstands and diamonds of any ball club on the Zone. Both stand and field are a credit to any post in the Army that engages in the National pastime. The baseball team is still going strong in the Army and Navy League, and the prospects are excellent for a finish on or near the top. At present

France Field, Canal Zone, February 18, Cont'd.

there are about five teams fighting hard for first place - France Field, Sub Base, Naval Air Station, Gatun and Fort Davis. One-third of the league schedule has been completed, and France Field is only two games behind the league leaders.

Capt. Alfred C. George has just returned from a two months' leave in the States. He seems to have enjoyed his trip very much, but is glad to get back to the "Old Field".

The Zone Property Auditor has just finished a long session at the Post and the news of his departure was received with many sighs of relief. He has caused several of our officers to "burn midnight oil" and wish that they had never seen a piece of non-expendable property. His presence on the post cut down training to a whisper. No one had any time for anything except checking over their property and looking for shortages.

Lieut. Chandler, who recently returned from a leave of absence in the States, has undergone an operation for appendicitis, but is now able to resume his duties. Lieut. Perry Wainer, our popular Group Signal and Communications Officer, liked this idea of rest so well that he immediately presented himself to the hospital to be operated upon for appendicitis. Last reports were that Lieut. Wainer was rapidly recovering and would be soon able to resume his duties again.

Mather Field, Mills, Calif., February 13.

The Stockton American Legion is giving a series of entertainments, and on February 9th, Air Service Night, in response to their request Cadets Hefling, Herberger and Privates Finkleman and Quinn were motored by members of the Legion to Stockton to assist in the program. The Stockton Post appreciated the Army Cooperation, saying that the soldiers' acts and music were the main attractions and helped to a great extent in making the Air Service Night a very successful affair.

Major Avery D. Cummings, Inf., of the Inspector General's Department, made his quarterly inspection of the Finance Department at this station on Feb. 9th.

Lieut. John R. Morgan reported back from a thirty-day sick leave spent in San Diego and Corning, Calif., entirely recovered from his quite lengthy siege of illness. Lieut. F. S. Gullet, who is now devoting his entire attention to Post Operations, has been relieved as Commander of the Cadet Detachment and Lieut. Morgan assigned to that duty.

Chaplain T. L. Kelley made a three-day stay in San Francisco in connection with E. & R. work, and in order to be present at the reception given to the Chief of Chaplains, U.S. Army, Colonel John T. Axton, who is making an inspection tour of Army posts.

The energies of the Athletic and E. & R. Officers have uncovered a number of officers, cadets and enlisted men who are crackerjack basket and baseball players. Teams have been formed, and practice games are regularly played on Saturday, Sunday and Wednesday afternoons. The few baseball games already played with local teams have shown that Mather has excellent potential players for a real strong team.

Captain L. M. Field, M.C., who has been Flight Surgeon at the station since November, 1920, has just received orders to proceed to Rockwell Field, Calif. Capt. and Mrs. Field will be accompanied by Mrs. Field's mother, Mrs. L. K. Anderson, of Kentucky, who plans to visit friends in the southern part of the State before returning East.

Hqrs. Camp Nichols, Rizal, P. I., Dec. 24.

The two organizations, Headquarters Detachment, 4th Group (Obs.) and Air Park No. 11 are rapidly becoming acclimated to their new post, and from the way they are going at it to fix up the post, it will be real nice and comfortable.

The old wagon sheds are being torn down, and from their ruins an up-to-date machine shop will soon arise. Likewise, the old horse corrals are rapidly being moved, their place to be occupied by a supply hangar of the Philippine Air Depot. The flying field being laid out, the work of removing the bamboo growth and trees from it is progressing rapidly, and it bids fair to become the best landing field in the Philippine Department when completed. To prepare this field will necessitate considerable work in removing trees, bamboo and large bushes, beside making numerous fills and grades; but when this field is turned over for use of landing,

Hors. Camp Nichols, Rizal, P. I., Dec. 24, Cont'd.

the means will justify the end, for unlike Paranaque Beach the new field will be a military reservation where no one can spoil it by planting potatoes in the middle of the field, or using it for Carabao grazing. Besides, it is only a stone's throw from the enlisted men's barracks and the hangars when completed.

Montgomery Air Intermediate Depot, Montgomery, Ala., Feb. 28.

A Valentine Dance for the officers and ladies of this station and their guests from the city of Montgomery was held on February 9th, all those present appearing in comic costume. Major Roy S. Brown, Commanding Officer of the 22d Aero Squadron, appeared as a 220-pound God of Love (Cupid), while Mrs. Brown proved most attractive as the Belle of Mussel Shoals (Ford papers please copy). Major Fitzmaurice, Commanding Officer of this station, appeared as a bouncing youngster, while Captain Shook, our worthy Flight Surgeon, and Lieut. B. A. Coyle appeared in Scotch costume, representing the well known Haig Brothers. Mrs. Skow appeared as a vamp, and succeeded in captivating all the men present, including the married men who at that time were not being chaperoned by their respective families. Colonel Williams (Retired) and his wife, of Montgomery, were most pleasing in their Dutch costumes. Captain Charles T. Buckner, M.C., Flight Surgeon of Post Field, who is visiting here, appeared in the costume of a tramp. It is thought possible that this costume made the visit to Montgomery possible, as the costume was most unique and he appeared perfectly at home. Captain Hamilton appeared as Uncle Josh, including the dialect, while Mrs. Hamilton came as an old maid school teacher. Lieut. Moore and Mrs. Shook were united during the dance in the bonds of holy matrimony, their respective wife and husband acting as witnesses to the ceremony. Mrs. Trunk and Mrs. Moran appeared as vamps. Mrs. Simon tried in vain to hide her attractiveness behind the costume of Sis Hopkins. Lieuts. Skow, Melanson and Moran appeared as the Weaker Sex (?), but soon forgot their characters when one of the many vamps appeared in their immediate vicinity. Lieut. McNeil appeared in his well-known character, "The Sheik" and Captain Trunk and Lieuts. Jaynes, Simon and Carlson appeared as schoolboys. The ladies of the post took full charge of all arrangements, and it is through their efforts that the officers and their guests enjoyed a most pleasant evening.

On the following evening, Friday, the enlisted men staged a Valentine Dance. Approximately 30 young ladies and a chaperon from Montgomery were present. A seven-piece orchestra proved so attractive to the dancers that it was hard to realize the flight of time when the hour of midnight had approached. Refreshments were served, with the result that many enlisted men appeared during this stage of the proceedings.

The well-known Stork has made two landings at this station during the month of February, his first visit being to the home of Lieut. and Mrs. Lloyd Barnett, where a young pilot, Lloyd, Jr., was picked up on the morning report of February 9th. The stork's next landing was to the quarters of Master Sergeant and Mrs. Joseph D. Johnson, Jr., where a bright-eyed girl now shows on the family roster. It is thought that the other eight flights will be taken at other flying fields.

Eighty-one recruits, part of which number were enlisted at this station, left February 12th for Camp Benning, Ga., in ten White machine gun busses. Thirty more recruits were sent to Camp Benning, on February 25th, the trip overland, a distance of 93 miles, being made by the machine gun busses in approximately four hours. This is very good time, considering the poor condition of the roads due to frequent rains.

Numerous bridge parties have been held at this station during the past month. On February 16th Mrs. Moran entertained the Ladies' Bridge Club. The tables were very effectively decorated, Mrs. Shook being the fortunate lady to receive high score. The Bridge Club was entertained the following week by Mrs. Shook, this time Mrs. H. F. Carlson being the fortunate lady to win first prize.

Major and Mrs. Henry B. Clagett, Air Service Officer of the 4th Corps Area, have been the house guests of Major Fitzmaurice. Numerous dinners were served in their honor during their stay. Friday evening Major Brown entertained, followed by Major Fitzmaurice on Saturday and Lieut. and Mrs. Skow on Monday evening.

Eight officers, Major Brown, Captains Trunk, Shook, Yuill and Lieuts. Barnett, McDonnell, Skow and Moran were guests of the Alabama Polytechnic Institute of

Montgomery Air Intermediate Depot, Montgomery, Ala., Feb. 28, Cont'd.

Auburn, Ala., at a banquet on February 20th at the Exchange Hotel for the purpose of raising one million dollars for the institute. Major-General Bullard was the guest of honor, being a graduate of this institution.

Major General Bullard inspected the Montgomery Air Intermediate Depot on February 24th, and expressed himself as being extremely well pleased with the condition of the station and with the appearance of the enlisted men, stating that the command was fortunate in being situated in such close proximity to the city of Montgomery. After the inspection Major Fitzmaurice held an informal reception in his quarters for the officers and ladies of the post to meet General Bullard.

Major Roy S. Brown, C. O. 22d Squadron, was granted a 15-day leave of absence, and left February 24th for a visit to Washington, D. C.

Captain and Mrs. Walter F. Hamilton, Medical Corps, who has been in charge of the station hospital, left February 15th for Anniston, where he will take up his duties in the station hospital of that camp.

Captain Charles W. Yuill, Inf. and 1st Lieut. Bernard Byrne, Inf., both of the Infantry School at Camp Benning, reported to this station on February 11th with 10 enlisted men of the communication detail of the 29th Infantry for a special course of instruction in communication work between troops on the ground and the Air Service. The detail is working out certain phases of aerial communication in regard to radio and radio telephone. The two weeks that this detail spent in this work have been of great benefit to the training of both the Air Service and the Infantry personnel, and will no doubt prove of great advantage in the future in working with the Infantry School at Camp Benning.

Major Ralph Royce, Commanding Officer of Carlstrom Field, visited this station on February 17th and departed the following day by airplane for his permanent station.

Lieut. John M. McDonnell, who reported to this station from Kelly Field has been assigned as Commanding Officer of the 4th Photo Section. Taking over the section with no trained personnel, he has started to equip and train his section for the proposed work this summer. All of this work is in addition to the usual maneuvers, etc., with the Infantry School at Camp Benning.

Both the 22d Squadron and the 4th Photo Section recruited up to their full authorized strength. Recruiting, however, is being carried on by Lieut. B. A. Coyle for Air Service, 4th Corps Area, and for all arms for Corps Area assignment.

Crissy Field, Presidio of San Francisco, Calif., Feb. 18th.

The 440th Squadron (Observation, Reserves) at San Jose, took the field on Sunday last under the command of Major William J. Cross, Reserve Corps. Major Cross and his likely aviators made the trip of some 50 miles from San Francisco via automobile. Their time was taken up from arrival to departure by a carefully prearranged schedule even to the inclusion of army chow. A number of the Reserve Officers of this squadron were taken for short hops, it being the first DH ride for a goodly per cent of them. During the visit Photo Section No. 15 was on the job getting a few group pictures of those making the trip and had prints finished for them to take back to San Jose, and now San Jose wants a Photo Section in addition to their 440th Squadron.

The 91st Squadron (Obs.), Photo Sec. No. 15 and Branch Intelligence Office No. 3 combined forces, with the result that their recent dance eclipsed any like function held in these parts for years. The consolidated Mess Hall was prettily decorated for the occasion, Photo Section No. 15 contributing the interior decorators, and the prevailing atmosphere was all that could be desired in the way of a setting. Music, including Jazz, started promptly at the designated hour and continued until one a.m., with many participants still on their toes. Many novelty dances were introduced, and not a few of the good old fashioned square dances found a place on the program, much to the satisfaction of some of the real "ole timers" who claim service prior to the organization of the Aviation Section of the Signal Corps. During the intermission a number of attractive specialties were rendered.



Hqrs. 5th Group (Obs.) Luke Field, H. T., Jan. 23.

The transportation Show held at this post on Saturday, January 14th, was a great success, keen competition being shown in all classes. First Lieut. Walter Miller, A.S., acted as Director of the Show, while the judges were Capt. Charles L. Mullins, Jr., Inf., Capt. Frank W. Wright, A.S. and Lieut. Neal H. McKay, Q.M.C. Prizes were awarded in seven events, as follows: 1. Trucks, 3-ton or over; 2. Trucks, less than 3 ton; 3. Special (miscellaneous vehicles); 4. Tractors; 5. Motorcycles; 6. Escort Wagons (animal drawn); 7. Trailers.

Events 1, 2 and 3 were awarded a First and Second Prize for "Mechanical Perfection", and a First and Second Prize for "General Appearance". Events 4 and 5 were awarded a First and Second Prize for "General Appearance" and "Mechanical Operation". Event 6 was awarded a First Prize only - for "General appearance and condition of animals". The prizes were: First prize, Blue Ribbon and 48 hour pass to driver; second prize, Red Ribbon and 24 hour pass to driver. Major General Charles P. Summerall, Commanding General, Hawaiian Department, awarded the prizes.

The detachment of men from this post who have been on detached service at the Kilauea Military Camp at Hilo, Hawaii, returned to duty on January 17th, after a very enjoyable ten-day trip. Everyone in the detachment praised the people of Hilo for the hospitality shown the men during their stay. On Saturday evening, Jan. 14th, an improvised basketball team from the detachment played the Pauchau team, losing to their opponents 36 to 29 in a clean fast game. The team has the record of being one of the most sportsmanlike that ever played on the Hilo Armory floor. After the game a dance was given, a large crowd attending. Music was furnished by the Luke Field Jazz Orchestra, which made a great hit during their stay in Hilo. Most of all, everyone enjoyed the climate of the Island of Hawaii, which is much cooler than that of Oahu.

The Group carried out a formation of five planes over the funeral of the late Prince Kuhio Kalaniana'ole, 1st Lieut. J. Thad Johnson acting as flight commander.

1st Lieut. Isaac J. Williams arrived in the Hawaiian Department on the Transport BUFORD on January 18th, and was assigned to Luke Field.

VOL. VI AIR SERVICE NEWS LETTER No. 9.  
 Information Division Munitions Building,  
 Air Service March 29, 1922. Washington, D. C.

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

FOR RELEASE MARCH 30, 1922.

AERO EXPOSITION IN SWEDEN.

Sweden plans to hold an International Aircraft Exposition at Gothenburg in the summer of 1923, for the purpose of creating public interest in Aeronautics. A report has been received from Major Benjamin D. Foulois, of the Army Air Service, on duty as Assistant Military Attache at Berlin, Germany, on his participation in an aeronautical conference held at Gothenburg during the week December 12 - 17, 1921, to discuss the plans for the Aero Exhibition, which is to be connected with and form a part of the Jubilee Exposition celebrating the 300th anniversary of the founding of Gothenburg.

Major Foulois states that the members of the Swedish Royal Aero Club, officially in charge of the 1923 aero program, expressed their great appreciation for the interest evidenced by the U. S. Air Service in sending an official to Gothenburg for the purpose of conferring with them, adding that they are extremely anxious to have American aircraft exhibitors and American airplanes take part in both the Aircraft Exposition and in the international flying contests. While appreciating the disadvantages of the long distance between the United States and Sweden, they point out that there is a direct line of steamers running between New York and Gothenburg, and, further, that every possible preference will be given to American exhibitors in connection with freight rates, etc.

The Secretary of the 1923 Aero Exhibition, Mr. C. R. Cramer, of Gothenburg, is extremely anxious to have the exhibition advertised as broadly as possible in the United States, stating he will furnish all details to American exhibitors upon application. Major Foulois states that he informed the officials in charge of the Aero Exposition that any detailed information which they wished to disseminate in the United States could be sent to him for transmission to the Air Service, U.S. Army, which is greatly interested in all projects, national and international, which had for their object the greater development of aeronautics, and that such detailed information which they wished disseminated would, without doubt, be transmitted by the Air Service to all those interested.

Model Exposition held.

During the week of the Conference, a model exposition was held, which was attended by about 3,000 persons. The officials in charge of this exposition predicted in advance that the public interest in same would not be great at this time, due to the general business depression throughout Sweden and a general international business depression throughout Europe. One of the interesting models exhibited was of the planned flying harbor at Torslanda, scale 1:1000. Plans for the harbor originated with the Aero Club of Gothenburg in 1919. The idea is to have the Gothenburg flying harbor ready for the Exposition in that city in 1923, the need of same being evident from the fact that many inquiries have already been received from different countries as to whether or not safe landing places can be assured for the machines which are to be sent by those countries. Gothenburg needs an up-to-date flying field, as those which are situated at Tingstadsvassen and Kviberg are only in a rough state and need many improvements.

In the Lighter-than-Air Exhibit, the balloons Svenske and Andree, created much interest. Both had been flown, the former making several long journeys, one notably between Stockholm and Randers, Denmark. There were also exhibited a Pliant Airship, fastened with a so-called forked mast, by Vickers, Ltd., London, and a model (scale 1:30) of the Nordstern, rigid airship of the Zeppelin type. The original was the first made in the world for exclusive commercial airship traffic. A series of photographs of the works and mountings of airships comprised the remainder of this exhibit.

Two hangars were exhibited, one of Swedish manufacture, and the other a tent hangar of military type (Fokker) by the Netherlands Aircraft Mfg. Co., also two mooring masts, one for the Pliant Airship and the other for the rigid airship above mentioned.

A considerable number of working models of airplanes featured the exhibit, included among which was that of the Nordstjarn, a Bleriot monoplane belonging to Count Carl Cederstrom, with which the first flying exhibitions were made in Sweden in 1911, also four types of Fokker planes; the Avro 504K; the Westland Limousine, 450 h.p. Napier-Lion engine; the Vickers-Vimy, 2 Rolls-Royce engines, 350 h.p. each; the Morane-Saulnier, the Phoenix (Austrian Chaser, with 200 h.p. Niero motor); two Dornier planes (land and water); the L.V.G.C. 6 (German spying plane, 220 h.p. Benz motor); the Albatross DVA, 160 h.p. Mercedes engine; a master traffic plane, 160 h.p. Mercedes motor, accommodating 6 passengers and pilot, built entirely of duralumin; the Hansa-Brandenburg military hydroplane (Sweden); two Albatross, and several other types of German planes; two Thulin planes (Morane-Saulnier) one land and one hydroplane; and quite a number of flying models by amateur exhibitors, men and boys, one of the latter a youngster eleven years of age.

#### Program of the Exhibition.

The following is a translation of the announcement published by the Committee in connection with the International Aircraft Exhibition in Gothenburg in 1923:

The Committee for the International Aircraft Exhibition in Gothenburg is pleased to announce that it intends to hold, in connection with the exhibition, international flight matches, and has set down tentatively the following program:

1. The arrival contest to Gothenburg takes place about July 5th, 1923.

#### A. Land airplanes.

1. Amsterdam - Gothenburg, intended for prize competitors from Western Europe and America.

Flight: Amsterdam - Hamburg	365 kilometers
Hamburg - Copenhagen	290 "
Copenhagen - Gothenburg	<u>240</u> "
Total	895 "

with obligatory landings in Copenhagen and Hamburg.

2. Nuremberg - Magdeburg 305 kilometers
- Magdeburg - Copenhagen 395 "
- Copenhagen - Gothenburg 240 "
- Total 940 "

with obligatory landings in Magdeburg and Copenhagen.

#### B. Sea airplanes.

1. Amsterdam - Gothenburg, intended for all exhibitors of aircraft.

Flight: Amsterdam - Haarlingen - Cuxhaven	325 kilometers
Cuxhaven - Kiel Canal - Aarhus	300 "
Aarhus - Gothenburg	<u>225</u> "
Total	850 "

Seaplanes can choose any of the above mentioned routes.

Within each prize contesting group (A.1, A.2 and B) the contest shall take place on the day which is fixed by the contest management within a limit of 5 days, and it shall be decided on the same day on which it starts.

Obligatory landings at the intermediate landing stations are limited to one hour. A longer stop at the landing places is included in the flight time. The judging for the prizes takes place within each group, partly by the shortest flight time to Gothenburg and partly by benzine consumption per ton kilometer.

All airplanes participating in the prize contest are classified as commercial or sport airplanes, more specific classification regulations for airplanes within the groups are to be stated later on.

For exhibitors from Sweden, Norway, Denmark, Finland and the Baltic States, a special prize contest will be arranged, the flight way will be made known later.

#### II. During the days of the exhibition, flights shall be arranged for:

- (a) Speed contests on a triangular course for seaplanes at sea, and land airplanes on land, for 300 kilometers distance.

- (b) Speed contests on the course around points in the direct neighborhood of Gothenburg, with designated intermediate landings during the contest.
- (c) Contests for high flying.
- (d) Contests for the shortest starting and landing.
- (e) Exhibition of flying.
- (f) Contest flight for airplane models.

For all contestants named above under I and II, a to d, the contesting airplanes are to carry full load at each start. It is intended in all of the above contests to distribute honor prizes within the different groups, also to distribute money prizes in the contests under I and II, a to d, which sum will be fixed as soon as a sufficient number of participants can be regarded as secured.

The Committee would be grateful for a response on your part if interested in the above-named contests, also for eventual wishes or proposal of changes with regard to the scheme of the contests and rules for the same.

PERFORMANCE OF MAYBACH 300 H.P. ENGINE

Report No. 134, issued by the National Advisory Committee for Aeronautics, deals with the results of a test made upon a Maybach engine in the altitude chamber of the Bureau of Standards, where controlled conditions of temperature and pressure can be made to simulate those of the desired altitude.

The results of this test lead to the following conclusions: From the standpoint of the thermal efficiency the full-load performance of the engine is excellent at densities corresponding to altitudes up to and including 15,000 feet. The brake mean effective pressure is rather low even at wide-open throttle. This tends to give a high weight per horsepower, inasmuch as the weight of many engine parts is governed by the size rather than the power of the engine. At part load the thermal efficiency of the engine is low. Judged on a basis of performance the engine's chief claim to interest would appear to lie in the carburetor design, which is largely responsible for its excellent full-load efficiency and for its poor part load efficiency.

FORCED LANDING OF AIRPLANE ON MT. VESUVIUS

A dispatch from Naples, dated March 16th, states that an airplane proceeding from Rome, of the Firm Sarri of Rome, arrived at Naples a few days ago, carrying on board an American Cinema "Reporter". The airplane was piloted by the well-known pilot, Angelo Menegelli, of Viterbo.

On the morning of the 16th, the reporter wanted to continue the flight in order to take a moving picture of Mt. Vesuvius at a very low altitude, and Mr. Menegelli conducted the airplane on the great crater. A military airplane was following Mengelli's plane, and while they were flying around the crater of the volcano and the operator was engaged in taking pictures of the abyss, the motor suddenly stopped. The pilot, however, skilfully glided his plane and prevented it from falling into the crater, landing on a small space nearby. The passengers got out safely from the irregular landing place, but the airplane was rendered unserviceable, its wings and fuselage being damaged.

ITALIAN AERONAUTICAL EVENTS FOR 1922.

At a recent meeting of the National Italian Aeronautical Federation final determination was made of aeronautical events to take place this year, as follows:

- Trophy of the County, City and Chamber of Commerce  
in Genoa - - - - - Genoa - May
- Berardy Trophy for Balloons (International) - - - - - Milan - June
- Piedmont Trophy - - - - - Turin - June
- Baracca Trophy - - - - - Turin - June
- Loreto Trophy - - - - - Loreto - August
- Tyrranean Trophy (International) - - - - - Naples - August

Schneider Trophy (International)	- - - - -	Naples	- August
Italia Trophy (International)	- - - - -	Milan	- September
Parachute Contest (International)	- - - - -	Rome	- October
Free Balloon Race	- - - - -	Rome	- October
Mapelli Trophy	- - - - -	City and date to be set.	

DEATH OF LIEUTENANT NIEDERMEYER

First Lieutenant Frederick W. Niedermeyer lost his life late Monday afternoon, March 13th, when the Fokker monoplane he was piloting crashed to earth. He had been practicing combat work with Lieut. John A. Macready during most of the day, in order to gain an idea of the combat efficiency of this plane.

Lieut. Niedermeyer was 25 years of age, and was stationed at McCook Field since November 13, 1920. He was considered one of the best pilots of a Fokker plane in the Air Service. He had also flown many other types of planes, such as the Curtiss, Nieuport, Spad, Morane Parasol Monoplane, Sopwith-Camel, Avro, SE5, DH, Vought and Breguet.

During the late war he served as dual and acrobatic flying instructor at Kelly Field, San Antonio, Texas, and Taylor Field, Montgomery, Ala., and at the Aviation Instruction Center at Issoudoun, France. His services were of such a high character as to bring forth special commendation from his superior officers and a recommendation for his promotion.

Having received his discharge from the military service in February, 1919, soon after his return from France, Lieut. Niedermeyer continued in the aviation game, being connected with several commercial aviation enterprises until he accepted a commission in the Air Service, Regular Army.

His home is in Columbia, Mo., and he is survived by his parents, two sisters and one brother. Funeral services were held in Dayton on Tuesday, six of his brother officers - Lieutenants John A. Macready, John Price, Leigh Wade, L.P. Moriarity, M.S. Fairchild and O.G. Kelly - acting as pallbearers. The remains were then transported to the home of his parents, Lieut. Wade accompanying them as the official representative of McCook Field.

In connection with the death of Lieut. Niedermeyer, Mr. Edward Wuichert, President of the Dayton Chamber of Commerce, sent the following telegram to the Chief of Air Service:

"We deeply regret unfortunate death of Lieutenant Niedermeyer, McCook Field. He was well and favorably known in Dayton. We will be represented at funeral."

The Air Service sends its condolences to the bereaved family of the deceased, and deeply regrets the loss of this promising young officer.

AIR SERVICE DENIED PARTICIPATION IN NATIONAL RIFLE MATCHES.

The Army Air Service has found it necessary to abandon its plans for participation in the National Rifle Matches to be held at Camp Perry, Ohio, this coming fall. Basing his request on the fact that the Executive Committee of the National Board for the Promotion of Rifle Practice contemplates the participation in the National Rifle Matches of a team from each of the combatant arms of the Army, the Chief of Air Service, on February 27, 1922, made application to the War Department for the participation of the Air Service in these Matches, stating that the necessary personnel to form a team is available this year, and that such participation in these Matches would stimulate interest in the manipulation of small arms among both officers and enlisted men. It was also stated that it is planned to assemble about 42 officers and enlisted men, exclusive of a team captain and team coach, at the National Guard Rifle Range at Virginia Beach, Va., on or about June 1st, for preliminary training and tryouts, after which a final selection would be made of 24 men who will proceed to Camp Perry as the Air Service contingent.

The War Department's decision, disapproving the application, is based on the fact that only about one-third of the entire personnel of the Air Service is armed with the rifle, and that the units are so equipped merely for purposes of defense.

### A NARROW SQUEAK

Carlstrom Field wins the "Brown Derby" for coming out of tail spins close to the ground. A few days ago Lieut. Jett, while taking his final test, attempted a 180° turn from an altitude of 500 feet and allowed his ship to get into a flat spin. Lieut. Jett instantly realized his precarious position, reversed his rudder and gave her the full gun. The ship came out of the spin, but so near the ground that one wing skid was broken and the tip of the lower aileron scraped the ground. No other part of the ship touched the ground, and the Lieut. is no doubt telling others of how he "learned about flying from that".

### STUDENTS FINISH PRIMARY TRAINING

The Academic Board at Carlstrom Field met on March 7th for the purpose of passing and making recommendations on the class of student officers and cadets who commenced the course last September and who have now completed their primary training. Some fourteen officers and twenty-five cadets appeared before the board and were recommended for advance training, 10% of the class being assigned to pursuit training, 25% to bombing and 65% to observation. Orders have been requested for the assignment of this class to advance training schools.

### RESERVE SQUADRON STAGES AERO CIRCUS

San Jose, California, the home of the 440th Aero Reserve Squadron, was treated to an unusual event the latter part of February, the occasion being the Flying Circus held at that place under the auspices of that squadron. Some of the commissioned personnel from Crissy Field, Presidio of San Francisco, Calif., including Major George H. Brett, commanding officer; Captain A.W. Smith, Flight Surgeon, and Lieutenants Batten, Maxwell, Kiel, Liggett, Patrick and Catlin, flew to San Jose to witness the event. The Circus attracted approximately 20,000 spectators and had successfully run the gaunt of aerial stunts peculiar to aerial circuses, such as spectacular stunt flying and aerial acrobatics, with Mr. Pangborn, civilian pilot, Captain Lowell Yerex, famous English "Ace", and "Jinx" Jenkins, known from one end of the Pacific Coast to the other for his feats of aerial daring, as the principal participants, up to the last act.

As has been the case during previous circuses in which "Jinx" Jenkins had participated, he was concluding his performance with a parachute jump from an altitude of approximately 2,500 feet. He had scarcely jumped from the plane, however, when it was evident to the horror-stricken onlookers that his parachute had failed to open; and despite desperate struggles up to almost the very moment when he struck the ground, "Jinx" was unable to make his parachute function. "Jinx" numbered amongst his friends many of the officers at Crissy Field, and the untimely death of this young man is sincerely regreted by all who knew him.

### BOOSTING AERONAUTICS IN CALIFORNIA

At a meeting held on February 28th at the City Hall of San Francisco, an Air Service sector of the Association of the Army was organized. Major H.H. Arnold, Air Service, Air Officer of the 9th Corps Area, was elected President thereof, and 1st Lieut. Robert E. Selff, Air Service, of Crissy Field, was chosen Vice President. The object of this organization is to foster aeronautical development in general, and to create and aid in every way possible among the various branches of the Army interest in matters aeronautical.

## AERO TACTICAL DEMONSTRATION AT LUKE FIELD, H.T.

Luke Field, H.T., was the scene of a tactical program demonstrating the different phases of aerial activities under war conditions, on Saturday, February 11th, on the occasion of the visit of Major General C. P. Summerall, Commanding General, Hawaiian Department, on a tour of inspection, accompanied by Governor Farrington of the Territory of Hawaii. All planes were on alert. At the zero hour an HS2L seaplane took off on a reconnaissance mission, Ford's Island representing the Island of Oahu for this mission. Radio communication was established between the seaplane and the Group Radio Station (5th Group, Observation) and the observer of the seaplane reported the approach of the "enemy". Upon receipt of the message requesting that an air force be sent to drive off the landing parties, the alarm was sounded, the motors started and in a very short time five planes took off in perfect formation and carried out a dive attack and bombing raid in the harbor representing the "enemy". At the conclusion of the raid, the planes passed in review, all observers at salute. The Commanding General returned the salute and the planes circled and landed.

Next came a bombing raid of the island by one ship over the camera obscura making four shots up wind until engaged and driven off by the Fokker. Lieut. Miller then demonstrated the maneuverability of the Fokker. The bombing plane then carried out a radio-panel communications mission, establishing communication between the plane and radio truck set upon the field. At the conclusion of the mission, the message was dropped and checked with the record at the truck. Following the flying program, an inspection was made of all the shops and departments, including the barracks of the 6th Squadron.

## M.B. VII MAKES ANOTHER TRIAL FLIGHT. ✓

The little monoplane of the Thomas-Morse Aircraft Corporation which is being tested at Mitchel Field, L.I., New York, was given its second flight on March 10th by Lieut. Fleir of the Marine Corps. The officers of Mitchel Field were eager spectators as Lieut. Fleir drove the little racing plane around the course. Again, as before, all were of the opinion that the MB VII will develop great speed. Lieut. Fleir thought she was making at least 185 miles per hour at one time. He only opened the motor up on one occasion, and then only for a brief time.

## POST SCHOOL AT MITCHEL FIELD MAKES GRATIFYING PROGRESS

After its first experimental week, the Post School at Mitchel Field settled down to its task of giving a rapid one month's course in the necessary subjects to fit a recruit or unskilled soldier for a crewman. The weekly examinations on Friday, March 10th, served as a means of eliminating those who are unfitted, by reason of lack of intelligence, education or industry, to stand the strain of rapid progress of the classes. Those who yet remain, however, about 150 in number, are working hard, making progress, and will be turned out on April 1st with sufficient knowledge of airplane and airplane motor mechanics to make them serviceable crewmen for the summer's strenuous flying activities.

## AIR SERVICE OBSERVATION SCHOOL IN FULL SWING

The ending of the sixth week at the Air Service Observation School at Post Field, Fort Sill, Okla., finds the present class beginning class room work. To date, all work has been strictly practical - actual work on engines and planes, in addition to flying, has obtained. The seventh week brings up the theory of Reconnaissance, Photography and Artillery adjustment. These subjects occupy one-half of each day, the other half, as heretofore, being devoted to flying.

The School was visited the early part of the week by a delegation of Japanese Army officers. They were shown the various activities and seemed

to take much interest therein. A problem was fired for them on the miniature range. The speed and facility with which artillery fire may be directed on a target by aerial observation was very well demonstrated to the gratification of the visiting officers.

The next eight weeks will constitute the most difficult part of the course. During this period a great variety of subjects will be covered, and some thirty missions will be flown by each student, in addition to the daily routine flying. Each Saturday morning there will be an examination on one of the current subjects from which the relative standing of the class will be ascertained.

The past week has brought with it a variety of good and bad weather; the latter, however, has had little effect upon the schedule, due to the alternate work prepared. With spring work should proceed very smoothly, and the indoor part completed, leaving only the final stages of flying to be accomplished.

### "AND I LEARNED ABOUT FLYING FROM THAT"

We have at last received a contribution under the above heading in answer to the appeal made in a recent issue of the NEWS LETTER for stories from airmen telling of some unusual experience they have had in connection with their flirtations with King "Ozone". And now that someone has kindly started the ball a-rolling, we ask you pilots to "get on the job" and send in a story of some unusual experience which you have had in the air.

As we had occasion to remark before, sometime in the life of every pilot he has an unusual experience in flying from which he derived a great amount of valuable information, and which has caused him to raise his right hand and vow that never again would he repeat the offense. It may have been a narrow escape from a crash which was averted by quick thinking, or it may have been a crash due to some foolish or thoughtless handling of the plane or error in judgment, from which the pilot happily escaped to be able to tell the tale. It is not fair to your fellow pilots to keep such incidents securely locked in your bosom when, by frankly telling about them, others may avoid a repetition of your mistake and, perhaps be saved from consequences more serious than that which you experienced. And so we ask the flying fraternity in all seriousness to make their confessions to the Editor of the NEWS LETTER. No names will be mentioned, if the authors do not so desire it.

The story given below came from an unknown contributor who signed himself as "Pinfeathers", and while it cannot be seen from the incident he relates how he gained flying experience through it, yet the story is amusing and tends to show the high regard for the airman which the dear public had during the war, especially the fair sex. We have therefore decided to "let 'er go":

"Early in the spring of 1918, just at the time when Old Mother Earth had begun to look her best and we embryo aviators were beginning to really enjoy life, to say nothing of feeling a little "doggish" about those wings that adorned our manly bosoms, the sad incident which I am about to relate took place.

I had had the good fortune of being permitted to fly to a nearby big town on Saturday to participate in one of the Liberty Loan drives, with the understanding that Lieutenant X and myself would return Sunday.

Now as Lieutenant X was at the time very much enamoured of a young lady who attended boarding school at a town some distance off our course back to the home field, I was easily persuaded, thanks to his description of what might be in store for us, to take a chance on our supply of gas, etc., and pay said college town a visit. Upon arrival at the town in question, the entire population turned out to see us, including the belle and a bevy of other beauties. True to the custom of towns where the landing of airplanes is infrequent, Lieutenant X and myself were next to the ship the center of attraction.

Well, the fair damsels loaded us in one of their cars, and with all the pomp that attends a Coronation escorted us to one of the Sorority houses, where a very sumptuous luncheon was served, and, believe me, no prouder two Second Locies ever sat down amid a more admiring (apparently) crowd of Tri Deltas. To make a long story short, our listeners were all ears and we,



trained in many months of barracks flying, interrupted only by an occasional dainty morsel, lived up to and far exceeded our inherent reputation for tossing the "bull".

After refreshments and still more glory, and as it was getting late in the afternoon and we didn't want to disappoint the crowd out where we landed, we returned to the ship, feeling like a couple of million dollars. But there is where I met my Waterloo.

Lieutenant X was going to pilot the bus in, and I was to ride in the rear seat, which happened to be in one of those cockpits with a belt that fastens around your waist with two straps crossing between your legs and a ring at the crotch to be fastened to another strap which is secured to the floor of the plane. So, after all the grandstand stuff that I could think of in the way of calmly adjusting the old goggles, etc., I produced this accursed belt and very carefully proceeded to step into it, much the same as you would a pair of trunks or the lower half of a pair of B.V.D.'s, when all of a sudden from the crowd, amid our circle of admirers and in a position where he could be heard by all, a little boy tugged at his mother's sleeve and said: "Oh Mamma! Look! He is putting on his diaper!"

### SUCCESSFUL TRIALS OF THE AVELINE AUTOMATIC PILOT ✓

A young Frenchman, M. Georges Aveline, has invented an automatic stabilizer which promises to go a long way in making flying practically safe. Experiments are now being conducted in France with this stabilizer by the Messageries Aeriennes Company, and a report on tests made on February 14th above Le Bourget in a Farman "Goliath" indicates that the stabilizer is capable of great services in traversing large banks of fog, and in taking off from aerodromes covered in fog. In this latest test several pilots were on board the Goliath, which flew through the fog and emerged into clear air at 1,500 metres altitude, effecting the climb without difficulty and without intervention from the pilot. At this altitude several turns were made, both left-hand and right-hand. The engines were then throttled down and the machine descended to within 50 metres from the ground, without the intervention of the pilot. During the descent the engines were several times opened up and throttled down, the machine automatically climbing when the engines were opened out and gliding when they were throttled down. Three times during the flight the pilots were changed, the machine flying entirely without pilot during these changes.

The above invention employs a form of the pendulum principle, and part of the device is electric, part pneumatic and part aerodynamic. The pendulum portion, which is only partly to be regarded as a pendulum, consists of an inclinometer in which the fluid is mercury. This mercury is contained in a disc with a narrow circular groove, and serves to make and break an electric contact which operates the valves that admit compressed air to the air cylinder whose pistons actuate the control cables.

### STATUS OF THE BRITISH R.A.F.

During a discussion had in the British Parliament concerning the operations of the Royal Air Force, figures were submitted showing that during 1921 the mileage flown by service aircraft was approximately five million miles, of which 53% was flown in the British Isles and 47% overseas.

The British Air Force has 1,938 airplanes, of which 773 are actually in active use in squadrons and training units. Of the planes in active use, from 70 to 75% may be reckoned upon as being in condition for field service. Airplanes in active use and in reserve comprise such types as the Snipe, Avro, Bristol Fighter, DH.9A, DH 10, Vickers Vimy, F."A., F.5, Vickers Ambulance, Vickers Vernon, Fairey 3D, Fairey 3C, Westland Walrus, Sopwith Cuckoo, Panther, and Sopwith Camel.

As regards the personnel, there are 2,926 officers and 26,207 men in the Royal Air Force. Of the officers, 2,398 are on the General List and 528 on the list for non-flying duties, namely, stores, medical, etc. All officers on the General List are liable to employment on flying duties, if medically fit, and at present 1,862 are fully qualified pilots. The remainder

(536) are not qualified pilots and consist partly of observers and partly of technical officers who were retained for the interim period only, including 200 Naval Warrant Officers completing their time to qualify for pension. Of the above mentioned personnel, 2,089 officers and 19,506 men and boys under training are employed in the British Isles.

### SAFETY FUEL TANK COMPETITION NEARING COMPLETION.

According to FLIGHT (London, Eng.) the final tests of the tanks selected by the Judges Committee in the Air Ministry Competition for safety tanks for aircraft took place at the Royal Aircraft Establishment, Farnborough, on February 20th and 22nd. On the first day the trials consisted of acceleration and crashing tests, and firing tests on the second day. Twenty-six entries were received for the competition, which, it will be remembered, was being held in order to obtain, if possible, a tank which will withstand the shock to which it may be subjected in an airplane crash without either bursting or leaking, thus eliminating almost entirely the possibility of fire from this cause, and which will also withstand the effects of enemy action by machine gun and shell fire.

As a result of the preliminary tests, which began on December 5th, the following tanks, which are of radically different types, were selected to undergo the final tests.

"Boothby" gas armoured tank, submitted by Commander F.L.M. Boothby.

"Imber" self-sealing tank, submitted by Messrs. Imber Anti-fire Tanks, Ltd.

Tank submitted by India Rubber and Gutta Percha Co., Ltd.

The crashing tests are similar to those to which the tanks were subjected during the preliminary trials, in addition to special tests to determine the resistance to acceleration.

In the firing tests the tanks were subjected to machine gun fire with ammunition capable of penetrating the ordinary type of mild steel fuel tank and of exploding and igniting the fuel either on contact or after penetration.

### COMMERCIAL AVIATION IN FRANCE EXPANDING.

A weekly aerial passenger service was put in operation, in January, between Paris and Lausanne by the French Compagnie des Grands Express Aeriens. The distance between Paris and Lausanne is about 400 kilometers (248 miles) and the journey, which takes 3 hours, is made without stop. The same trip takes about 13 hours by train. The fare is 400 francs (French), while a first-class railroad ticket costs 120 francs. The same company intends, within a few months, to inaugurate a service between Lausanne and Milan (124 miles) and one between Lausanne and Bordeaux (372 miles).

### LAWS AND REGULATIONS GOVERNING AERIAL NAVIGATION IN ITALY.

The Division of Civil Activities of the Office of the Chief of Air Service from time to time will publish bulletins on the laws, regulations and provisions governing aerial navigation in Italy. The object of this publication is to furnish to all persons and companies interested in aerial navigation the laws and regulations governing this matter that are in force at the present time.

The following is a translation of Circular 0005322, establishing the rules for the employment of the term "Air Route" for telegrams and phonograms:

For the purpose of insuring continuous communication between airports, in the transmission of news relating to the movements of aircraft, in compliance with the agreement made between the Ministry of War and the Ministry of Post and Telegraphs, the latter, on special behalf of air navigation, has allowed the form "Air Route" - already in use for telephone communications - to be extended also to State telegrams which, therefore, will enjoy the absolute precedence over all other telegraphic correspondence.

1. The term "Air Route" shall be used for communicating only the departure or arrival of aircraft, convey news to the interested Headquarters concerning important incidents to aircraft during their journey (landing outside their stations),

to communicate important meteorological information in connection with air navigation, calls for assistance, etc.

2. All notices regarding the movements of aircraft in navigation shall be transmitted by telephone, which shall be considered as the most preferred, quickest, and normal means of communication. Therefore, a telegram bearing the wording "Air Route" shall not be transmitted except when it has not been possible to convey the communication by telephone.

3. The permission to use the form "Air Route" in telegraph and telephone communications is granted only to the regular commanders of air posts, fields, repair depots, naval air stations and, during their absence, only to those persons designated by them.

4. The permission referred to in the above paragraph is extended to the Commanding Officers of the Royal Carabineers when they must convey information regarding the landing of aircraft outside their field. In such cases the form "Air Route" shall be used only for the transmission of telegrams to the Air Port interested in the case, as the communications to other offices must be transmitted by the ordinary means.

5. The same permission is granted to corporations or private parties engaged in aerial navigation. Such concession is, however, subject to the following conditions:

a. To possess the Ministerial Decree conferring the right to carry on aerial navigation services;

b. To carry out such right on private fields, their own property, and when duly authorized, and when there is no governmental representative, for in this case the permission is granted only to the latter;

c. To have requested (on stamped paper of Lire 2) and obtained a written authorization from the Ministry of War (Comando Superiore di Aeronautica - Division of Civil Activities) which will, if necessary, notify the Ministry of Post and Telegraphs and the Telegraph and Telephone Office having jurisdiction over the territory wherein the field is located;

d. To pay from time to time the relative fee for urgent telegrams and phonograms;

e. That in their application they will make a declaration of their readiness to pay the fines mentioned in the Concession for using aircraft, also for every noncompliance with the rules of this circular.

6. The rare and rational use of the form "Air Route" shall be exercised with the utmost scruple, so that the permission granted may not generate into an abuse but remain in the very strict limits allowed.

7. In every airport, field, depot, naval air station, there shall be kept a special register for telephone correspondence or telegraph communications transmitted with the wording "Air Route". Such record book shall contain the progressive number, date, hour of the communication requested, the hour in which the communication has been granted, the address and the text of the telegram or phonogram, references, name of the employees who transmit or receive the communication.

On such record book the text of the telegram or phonogram shall be written and signed by the same parties to whom the concession has been granted.

8. Any abuse whatsoever in the use of the form "Air Route" will be punished by disciplinary measures and the payment of the expense, if the abuse is committed by a Government Official; by a fine, as referred to in Art. 5, (6) and by the immediate revocation of the concession in case of private corporations.

#### AERONAUTICAL NEWS FROM OTHER COUNTRIES.

##### Italy.

In order to establish more rapid communications between Italy and Tripolitania, the Secretary of the Colonies, Hon. Girardini, is endeavoring to organize an aerial mail service from Rome to Tripoli that may eventually be used also for the transportation of passengers. In this way the Superior Command of Aeronautics, which is occupied by every interest in the technical side of the problem,

Italy (Cont'd)

has granted the use of the magnificent dirigible "Esperia" to make its first flight, which will take place in the coming Spring. In the meantime, while they are completing certain works in order to prepare the airplane for her flight, her commandant, Maj. Velle, will go to Tripoli personally to make sure of a safe landing.

Meanwhile, the Assistant Secretary of the Colonies, Hon. Verino, has inspected the dirigible "Esperia" at the port of Ciampino. She was built especially for the civil service, and besides carrying a load of mail she may also carry twenty passengers, each with 55 lbs. of baggage, on a long trip, offering them the accommodations of a railway parlor car.

Following the votes expressed by the Aero Club of Naples, through its General Secretary, Mr. Maisto, in the recent meeting of Directive Council of the National Aeronautical Federation in Rome, the International Aeronautical Federation at its last meeting in Paris has decided that the International Race for the "Trophy of the Sea Aviation, Jacques Schneider", will take place in Naples in the latter part of August. The great race will be part of an International Week of Hydro-Aviation, which will embrace also the contests for the "Great Trophy of the Tirreanean Sea" (created by the Superior Command of Aeronautics) over a circuit of 1260 miles, touching several ports of Sicily. Prizes aggregating about 300,000 Lire will be awarded to the winners of the various events.

Sweden.

Lieut.-Colonel K.A.B. Amundson, who recently returned from a journey to Spain and France, has advised that an international airship conference will be held in Gothenburg in connection with the Jubilee Exhibition in 1923. He represented the Swedish Aero Club at the International Federation's yearly conference in Madrid.

The invitation to the conference in Sweden in 1923, which Lt.-Col. Amundson has been commissioned to convey, was received with great enthusiasm by the representatives of fifteen nations at the conference. If nothing unforeseen happens, it will thus be Sweden which will be given this honor in 1923, and for the first time. The Swedish Aeronautic Society is one of the oldest in the world, and it has been affiliated with the International Federation from the beginning.

Flying in both Spain and France has proceeded very rapidly during the last several years, owing to energetic cooperation of the governments. At the conference Col. Amundson proposed that Austria should be taken up again in the International Federation. The same proposal was made by Holland and Spain. Austria was unanimously elected into the Federation and Finland also received permission to join.

Spain.

A Reuter dispatch from Madrid states that the Spanish Minister of War has submitted to the Cabinet a proposal providing for the appropriation of 175,000,000 pesetas for the creation of an air force of 10 squadrons, consisting each of 18 machines of average size and of six "giant" machines for bombing purposes.

England.

The first air express to be fully equipped for night flying left the London Air Station for Paris recently. This machine, the Farman Goliath "Verdun", with accommodations for thirteen passengers, is used regularly now by the Grands Express Aeriens on their daily service between London and Paris. In addition to softly shaded lights in the saloon, red and green electric navigation lights are fixed on the extreme tips of the wings, and a bright rear light is fitted to the tail. Two powerful electric searchlights are placed in the center of the machine below the passenger cabin, and light up the ground over which the airplane is flying. The electricity for all this lighting is supplied by two dynamos, which are driven by tiny windmills rotating rapidly in the wind produced by the airplane as it rushes through the air. Four powerful magnesium flares are suspended in pairs below each lower wing tip, and the pilot lights these by electricity as he approaches the ground, thus making landing at night an easy operation.

## SQUADRON NEWS

Ellington Field, Houston, Texas, March 4.

Well, we held another seance, commonly called a dance. Many lady dust fleckers dangled over from Kelly Field and gathered some tonnage for their memories. There were more things to see than Hollywood in a conflagration, and with one eye full of hair, the other full of hope, arms full of jello, and music tripping up one's judgment, how can a complete and accurate report be made? It is enough to say that any blue laws died of malnutrition, and we were all as natural as we would always be were it not for fear of what we would think of us.

Dances of the First Group are always worth while. In one night one can obtain a liberal education in dynamics, dramatic mechanics, biology, sociology, interior decoration, hydraulics, music, expression, repression, wireless, exploration, zoology, pathology, mythology, etymology, physiology; and the next day - law.

A few days ago a comprehensive course of trap shooting was entered upon by the members of the First Group. Every officer, according to post orders, is required to shoot. Since Major Spatz is, first of all, a member of the Group, he makes it a practice to participate equally in all operations and practices of the Group. Therefore, when the first day of firing came along, Major Spatz put the Waterman in its holster, hid the official package of cigarettes, and the two volumes of Ancient Representative Endorsements, and jellied out to the scene of combat between the birds, flesh and clay. The Major led off in the trap shooting, and the very first round he made a seven. That shows what habit will do for you.

Lieut. David Lingle, ball room roadster and local smile target, was feeling his weary way down Alpine Avenue (the post road) the other night, and accidentally fell into one of the many crevasses, spraining his ankle and vocabulary severely. It is recommended that, in the future, officers who must explore down the post road go in parties, tying one to the other with ropes, as they do in the Rocky Mountains. If possible, a steam whistle should be carried so that if the whole party slips into a chasm, help can be summoned and food lowered until a rescue is effected.

Mitchel Field, L.I., New York, March 6.

Several additions to the commissioned personnel occurred during the last week. Major Norman J. Boots came to the field to assume command of the group being recruited for service in Panama. He has been assigned to command the 25th Squadron in addition to his other duties. Lieut. C. L. Kenney, A.S., has reported for duty at this field and assigned to duty in Air Park No. 7. He comes from Kelly Field. Lieut. Bertrandias, another newcomer, was also assigned to Air Park No. 7 for duty in the Field Engineering Department. Lieut. Arthur K. Ladd, whose former habitation was Ellington Field, has been assigned to the 24th Squadron (Pursuit). Captain Luther H. Kyce, the Flight Surgeon, reported back to duty from leave, and relieved Capt. Lyle C. White.

The Commanding Officer called a meeting of the officers on Friday, March 3rd, and gave them an idea of the number of reservists and National Guard officers who are expected to be trained during the summer. Knowing their problem, organization commanders are now busily engaged in organizing their personnel up to a standard of training sufficient to meet this emergency. Equipment is also being overhauled and new supplies being requisitioned in order to secure the authorized quota of equipment. All realize that there is no test for an organization like active operations or intensive field training. From the effort being made, it is safe to say that when these reservists leave us they will realize that they have been well trained by a real post of the Regular Army.

On Saturday, March 4th, at 9:15 a.m., the organizations of the field turned out for formal inspection. Most of the squadrons were under arms, and the officers carried sabers. The whole effect was that of a well trained body of troops out for inspection. After inspection in ranks, most unit commanders had a "show-down" inspection of equipment to determine surplus and shortage in

Mitchel Field, L.I., New York, March 6, Cont'd.

individual equipment. The Commanding Officer visited all the organizations on a tour of inspection, pointing out deficiencies for correction.

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"props" and bombs, with "Old Glory" lending its air of distinction to the whole, combined to produce a truly "Air Service" atmosphere. Light refreshments worthy of the best traditions of the squadron were served and, well, when She told Him at the gate that She "really had an awfully good time", she really meant it!

When the call goes forth "Thou must", the enlisted men at Crissy respond "We can". It is therefore rumored that, in order to satisfy the demand for "more", dances will be held at Crissy Field approximately every two weeks.

There is a certain vanity peculiar to the male of the species, notwithstanding the very common but erroneous belief that the "gentler sex" has a complete monopoly of this particular human attribute. It is but natural, therefore, that the man who is painfully conscious of an excess of avoirdupois should welcome an embellishment which gives him long-coveted lines of slender and graceful proportions and, contrariwise, he who regrets a too angular figure should rejoice in donning that which produces the desired effect of "roundness". Therefore, welcome to Crissy Field the enlisted man's John Brown belt!

During the past week a number of officers have reported at Crissy Field for temporary duty pending their departure for the Philippine and Hawaiian Departments, thus giving the officers at this post an opportunity to renew old acquaintances as well as to make many new ones. Amongst those who registered here during the past week are the following Air Service officers: Captain H. W. Mooney, Captain Gilbert T. Collar, First Lieutenants Harry A. Johnson, F. D. Lynch, H. G. Woodward, Carl H. Barrett, John H. Wilson, John Beveridge, T. J. Lindorff, F. E. White and C. C. Nutt.

Lieut. John W. Slattery, erstwhile Executive Officer at Mather Field, recently transferred from the Air Service to the Ordnance Department, sailed on February 22d on the "YALE", which plies between San Francisco and Los Angeles, en route to his new station - Aberdeen, Md. As the Yale steamed out of the Golden Gate, Lieut. Slattery heard the unmistakable familiar hum of the old Liberty and, looking up, saw a formation of six DeH's - Air Service officers from Crissy Field on their way to San Jose were wishing him Godspeed "according to Hoyle".

First Lieut. Harry A. Halverson, Assistant Air Officer, has been temporarily detailed to the University of California, Berkeley, Calif., for duty as Assistant Instructor in Military Science and Tactics, with the Air Service branch of the R.O.T.C. there. During his absence, 1st Lieut. A. G. Liggett is efficiently "Carrying on" Lieut. Halverson's desk in the office of the Air Officer.

Captains Armin F. Herold and Harold George, A.S., formerly of March Field, were visitors at Crissy during the past week. Captain Herold has been ordered for duty with the Reserves of the 91st Division in San Francisco, while Captain George will proceed to Salt Lake City for duty with the Reserves there.

The 91st Squadron obeys no command with such alacrity as that at which all America stands at attention - "Play Ball". Accordingly, a reorganization of the baseball team is at present being discussed. Last year's team was a great success and gained considerable repute in Oregon during the summer months, and later in the season showed the same class on this field. Some of the old players have been discharged and some transferred, but it is believed that enough remain to form a nucleus, and there is so much promising material among the men that it should not be a difficult task to form a winning team for the coming season.

Rockwell Air Intermediate Depot, Coronado, Calif., March 3.

The E. & R. Department is throbbing with activities. Lieut. Seifert, E. & R. Officer; Warrant Officer Albert H. Tebo and Private Sidney Hale, are very busy at present reconstructing the tennis, hand and basketball courts, and expect to have them in first class condition by the latter part of next week. The courts are being rewired and will be well illuminated for evening and night playing. The Rockwell Field boys are strong for this line of sport, and all indications show that the courts will be kept busy when completed. Preparations are now under way to install a fine swimming beach that will have a spring board, diving platforms, etc. A swimming class will be organized with the expectations of going in for water polo and, in fact, all water sports. Taking it all

Rockwell Air Intermediate Depot, Coronado, Calif., March 3, Cont'd.

together, we would say that the E. and R. Department is busy.

After making many stops on his Transcontinental Flight in his "Baby Special", as noted in several News Letter items, Major Stork finally landed on North Island and delivered to Captain and Mrs. Wm. M. Randolph of Rockwell Field, one large bouncing baby boy in fine condition. This is the third addition to the Captain's family and the second embryo "Pilot de Chasse."

Last Wednesday night the officers and ladies of Rockwell Field attended an informal dance and reception in the Officers' Club at Fort Rosecrans, given by the officers and ladies of that post in honor of Major and Mrs. Drake, who are leaving shortly for the Major's new station near Los Angeles.

Among the new arrivals at the post are Captain Louis M. Fields, M.C. and Mrs. Fields. Captain Fields is our new Flight Surgeon, and was transferred from Mather Field. At present they are living in Coronado, but will shortly occupy quarters on the post.

Captain Wm. M. Randolph will leave Saturday for his new station at Mather Field, where it is expected he will assume command. He has been at this station for over three years, and at various times has held practically every "job" on the post, from C.O. to Officer in Charge of Pigeons. He leaves with the good wishes of the entire personnel, and we all hope for his success in his new duties.

Lieut. Edward L. Searl, who was to leave on the March transport for the Philippine Department, has been confined in the hospital for ten days and will have to remain there for another week or so. He has been suffering from a severe attack of the "Flu". He has already "forwarded" his family and household goods to San Francisco before becoming sick.

Lieut. Frank W. Seifert, E. and R. Officer, is back on the job again after a week at Vernon, where he participated in the Mid-Winter Trap Shooting Tournament held there last week. It was the Lieutenant's first entry in fast company, and he came away much satisfied with the experience he had gained, and an average of 91.4. Pretty good shooting, we would say. So did the judges.

There are no new guests at the hospital this week, and the few that have been there are all feeling fine and will be reporting for duty shortly. 1st Sergeant J. G. Copley says they have been kept pretty busy, but there have been no severe cases, and the men that have the most trouble on their hands are Cook Henry Ferdinand and Assistant Cook George B. Freeman, who have to feed the hungry bunch.

Mather Field, Mills, Calif., March 6.

Plans are being completed for the Aerial Circus to be held for the benefit of the A.S. Branch of the Army Relief, the Officers' and Enlisted Men's Clubs of Mather Field. Races, stunts, concessions and dozens of other attractions will be open to the public on March 19th, and a huge attendance is hoped for and expected.

The cordial relations existing between the several civic organizations of Sacramento and the commissioned personnel has been evidenced in many ways, but one of the more recent enjoyable affairs was the formal opening of the new Chamber of Commerce Building, with a musical program and dance. The many officers who attended had a general good time and renewed pleasant acquaintances.

The happiest event of the field was occasioned by the visit of "Judge" Stork, who brought a little daughter - Harriet Jane - to Captain and Mrs. F. I. Eglin. Mrs. Eglin, who is at the White Hospital in Sacramento, has been quite ill with influenza, but is getting along very nicely. Miss Harriet Jane is, well, a very bonny young lady.

On the night of February 21st another post dance was given, with a goodly attendance of friends from San Francisco, Sacramento and neighboring towns. After supper was served, dancing continued until the "wee sma' hours" of Washington's Birthday. Seasonable favors, with prettily colored Martha Washington caps for the ladies and tri-cornered hats for the men were distributed, adding to the patriotic air of the club, which was decorated in bunting and flags.

Mather Field, Mills, Calif., March 6, Cont'd.

Through the cooperation of the Sacramento Chamber of Commerce, 400 shade trees of the locust and black walnut varieties are being planted at Mather Field. The Police Officer plans to have a line of trees along each side of the main road and his detail of enlisted men have worked like the proverbial trojans. There isn't a person of the command without interest in this indication of improvement in appearance and atmosphere of the field.

Lieut. J. W. Slattery, who recently transferred to the Ordnance Department, was ordered to Aberdeen Proving Ground, Md. Mrs. Slattery, with their little son John, will accompany him on short visits at San Francisco, Los Angeles and San Diego before starting East.

Other departures from the field are Lieut. and Mrs. Mark R. Woodward, who will spend a three months' leave at Mrs. Woodward's home at San Angelo, Texas.

Captain and Mrs. Eugene G. Reinartz are back at Mather Field from March Field. Captain Reinartz has been detailed as Flight Surgeon, relieving Captain L. M. Field, who was recently transferred to Rockwell Field.

A little family reunion during the past five days occurred when Captain and Mrs. G. T. Collar arrived from Kelly Field en route to the Philippines to visit with Lieut. and Mrs. P. L. Williams and Mrs. J. T. Reed, mother of Mesdames Collar and Williams.

March Field, Riverside, Calif., March 4.

The fever, rush and excitement in the 23rd Squadron caused by travel orders has abated; the cadence of packing and paper work has dropped back to quick time and the many broken hearts have been temporarily soothed by more recent orders postponing the departure of the outfit for Hawaii until March 18th, instead of the 4th, as first announced.

An ardent and long-termed courtship, accelerated by travel orders for the 23rd Squadron, ended in the quiet marriage of Lieut. Aubrey B. Ballard to Miss Lillian Douglass, of Los Angeles, this week. The ranks of the bachelors thus suffering one more casualty leaves only three to carry on. Lieut. Tonkin assures us that no anxiety need be felt for the existence of the bachelors' club, as he can hold the fort against any odds.

An echo of "old times" was enjoyed for a day or two when Lieut. E. S. Norby visited the post from Mather Field. As a dead-stick landing expert, Norby has been known as "Dead-stick John", but he landed with a live motor this time and had ample reserve power to tide him over a pleasant visit.

A motorcycle accident February 27th resulted in the death of Sergeant Romeo E. Gioia, of the 19th Squadron, and serious injury to Private Raymond G. Johnstone, of the 23rd.

A dinner and dance given by the enlisted personnel of the 19th and 23rd Squadrons Thursday, March 2nd, was an enjoyable affair, and was calculated to serve as another farewell party. This farewell business is becoming very much protracted, but as long as its process includes such parties, no one can object to its duration.

Lieut. H. D. Smith flew to Mather Field, accompanying Lieut. Norby on his return. He went to herald the arrival of Lieuts. C. R. Melin, Earle H. Tonkin and A. S. Pitts, who are scheduled for that station upon the departure of troops from this field.

Hqs. 12th Squadron (Obs.) Fort Bliss, Tex., Feb. 27.

During the Post Review and Inspection held on February 25th, the 12th Squadron put all available planes into the air for formation flying. The Curtiss planes gave the troops and civilians watching the review a thrill by their acrobatics and mimic air battles.

1st Lieutenant Raymond C. Milyard, Squadron Engineering Officer, returned February 26th from Kelly Field, Texas. Lieut. Milyard left Fort Bliss February 20th for Post Field, Fort Sill, Okla., in the "Blue Bird", and made the distance in one hop of 5 hours and 50 minutes. The next hop took him to Kelly Field, with 5 hours and 20 minutes flying time. Due to bad weather, Lieut. Milyard did not leave Kelly Field until February 26th, making the last hop from Kelly to Fort Bliss in 7 hours and 20 minutes.

Hors. Camp Nichols, Rizal, P. I., Jan. 15.

The 3rd Squadron (Pursuit) has arrived at Paranaque Beach and is assisting the Coast Artillery in its annual "big gun practice". Flying in all sorts of weather, 35 miles from the squadron airdrome over the China Sea, recording "overs" and "shorts" is a feat to be admired.

The new field at this station is practically completed, and flights are expected to be made from it within the coming week.

The command is quarantined. A member of the Air Park contracted mumps and resembles a toy balloon from the shoulders up.

The Inspector-General of the Philippine Department paid a visit during the past week, reporting favorably on conditions of the station and command.

Lieut. Leonard has been assigned to the Air Park and is expected to report for duty about the sixteenth.

The Air Depot is settled in its new offices, and the personnel is busily engaged in adjusting themselves to their new environment.

The Air Park personnel are engaged in installing leak-proof tanks on all DH4's in the Department.

Kindley Field, Fort Mills, P. I., Jan. 7.

The Coast Artillery started their annual target practice on January 6th, with the Air Service doing the observing. Ground radio and panel stations were installed on the parade ground and on the golf links. Both balloon companies had their balloons refilled and had them up, and were on the job observing as soon as the batteries were ready. Communication between the balloon and the battery commanders was over a direct telephone. The 3rd Squadron from Clark Field, brought up to full strength by a detachment of officers and enlisted men from the 2nd Squadron, kept planes hovering over the targets and sending their reports to their respective stations. Communications between the Battery Commanders and the radio and panel station was over a direct telephone. Due, however, to the fact that the observers and the pilots were new at the spotting game, the reports did not come in at the speed that the Balloon observations did.

Captain J. H. Houghton, A.S., was appointed Liaison Officer between the artillery and the Air Service.

Due to the fact that the majority of the personnel of the 2nd Squadron is away on detached service, there was no flying done from this station. Captain Idwal H. Edwards brought an HS2L flying boat, recently acquired from the Philippine Air Service, to this station, and returned to Manila in one of the planes from this station. This plane will be kept at Paranaque Beach by the 3rd Squadron and will be used to bring the officers' reports and recommendations in regard to the artillery practices to this station.

On Tuesday morning a detachment of four officers and fifty-one enlisted men from the 2nd Squadron (Obs.) were attached to the 3rd Squadron (Pursuit) in connection with the artillery firing practices. These officers were Captain Idwal H. Edwards and Lieutenants George M. Palmer, Harry A. Dinger and Edwin Johnson. This left but very few enlisted men at this station, and all of these had various duties assigned to them, so that there is absolutely no one around the hangars here except when a plane arrives from Manila.

The balloon of the 17th Balloon Company was inflated and tested, and on the morning of the 6th was up long before the firing commenced. Lieut. Creighton and Sergeant Barrett were up and observed the shots from Batteries Grubbs and Way. Communication to the battery commander was over a direct telephone line. Preparing for this work, in addition to the regular company duties, kept the company very busy all week.

Lieut. Bowling was the observer in the Balloon of the 27th Balloon Company and observed the fire of Batteries Crockett and Wheeler. The same system of communication was used. For the rest of the week the company performed routine duties.

Luke Field, H.T., February 17.

A tactical program, consisting of a 3-ship attack raid on harbor target, radio and panel communications flight and demonstration flight in a Fokker, was carried out on Tuesday afternoon, February 7th, on the occasion of the visit to Luke Field of Major-General Charles P. Summerall, commanding the Hawaiian Department, and Major-General George Barnett, U.S. Marine Corps.

Luke Field, H. T., February 17, Cont'd.

The 6th Squadron had a busy week from Monday, Feb. 6th, to Saturday, Feb. 10th. Lieut. Miller made Fokker test flights and Major Brooks, Captain Oldys and Lieuts. Johnson, Williams, Manzelman and Anis made practice flights on Monday. On the following day a 3-ship bomb raid was made on Kaohikapui Island, led by Lieut. Johnson; a 3-ship attack raid on a harbor target, Lt. Johnson, flight commander; a radio and panel communications flight by Lieut. Hynes; and two ferry flights to Schofield Barracks by Lieuts. Hynes and Manzelman. On Wednesday the program consisted of an HS2L seaplane flight, reconnaissance patrol with a radius of 5 miles from Luke Field, Major Brooks, pilot, and Lieut. Manzelman, safety pilot; one ship attack raid on Middle Loch target, Capt. Oldys, pilot; one ship alert to drive off attack raider, Lieut. Johnson, pilot; one ferry flight to Schofield Barracks, Lieut. Hynes, pilot.

Two flights were made on Thursday, one a two-ship attack raid on harbor target, Lieut. Manzelman, flight commander; and one ship night attack on harbor target, Lieut. Hynes, pilot. On Friday Capt. Oldys, flight commander, led a four-ship bomb raid on Kekepa Island. Saturday's program was a five-ship attack and bomb raid on harbor target, Capt. Oldys, flight commander; an HS2L reconnaissance patrol, Major Brooks, pilot, Lieut. Williams, safety pilot; Camera obscura - radio communications flight, Lieut. Manzelman, pilot; and a Fokker pursuit flight, Lieut. Miller, pilot.

The basketball team is practicing daily. A game was played on February 6th with the A.C.A. team on February 6th, and with the University of Hawaii on February 8th, and although both games were lost, Luke Field showed determined efforts and improvement.

The activities of the 3rd and 21st Balloon Companies have consisted of ground instruction, maintenance of equipment, practice marches, etc. Balloons will be inflated for flying operations before February 20th.

With the completion of barracks under construction at Luke Field, H. T., on February 11th, space is provided for all enlisted personnel now stationed there. The most pressing need of the station now is additional officers' quarters and extension of roads.

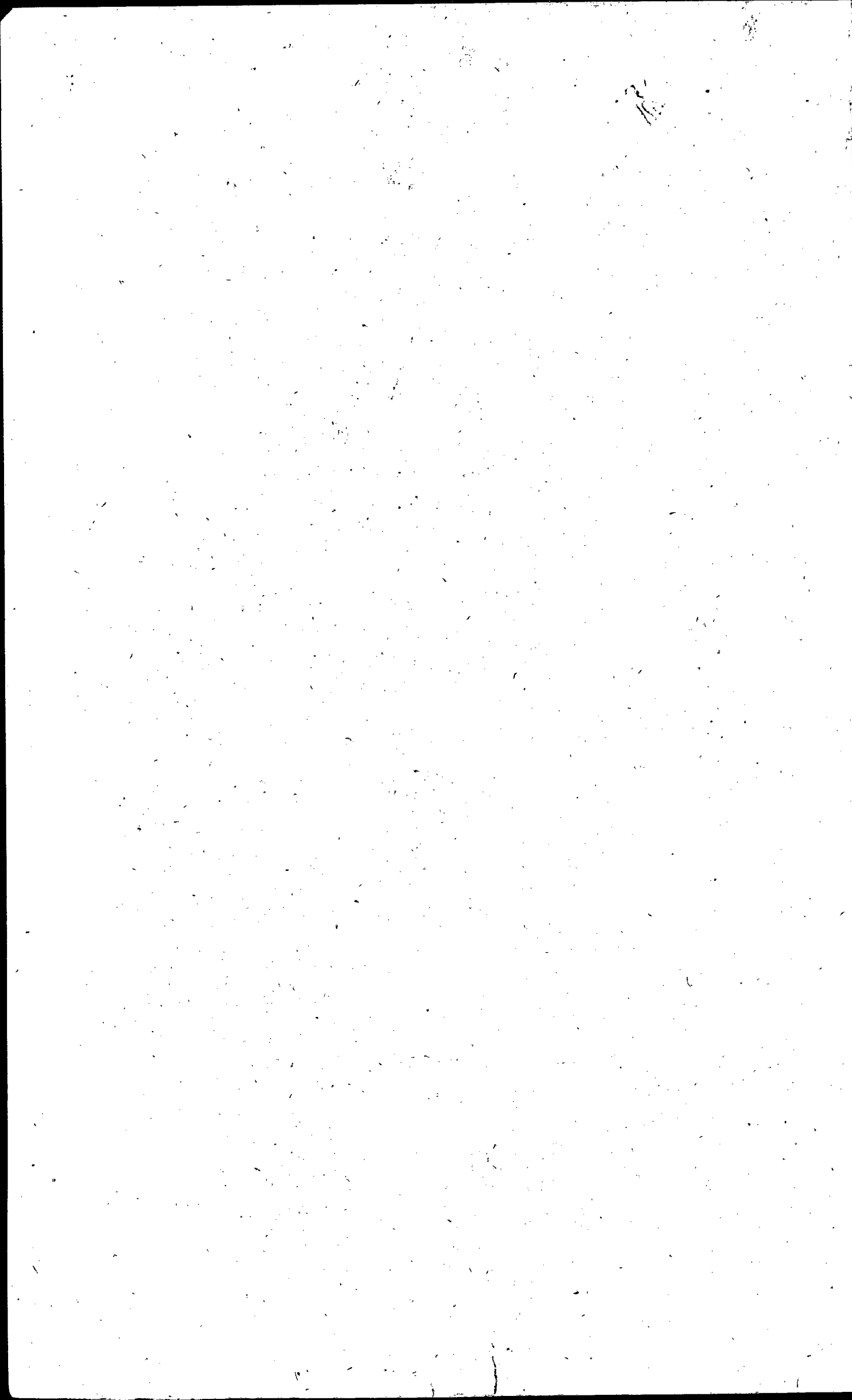
France Field, Cristobal, Canal Zone, March 4.

At last we are ready for the long expected 24th and 25th Squadrons, which are being organized at Mitchel Field. Both barracks and officers' quarters are ready for occupancy. Like the other quarters at France Field, they face on Manzanillo Bay, about 30 feet from the water's edge.

The last transport from the States unloaded three new officers for this station, namely, Captain Harry M. Smith, and 1st Lieuts. John P. Roullot and Roland Birnn. These officers are the advance guard of the units being organized at Mitchel Field. They were welcomed with open arms, as commissioned personnel was a scarce article.

A recent indoor baseball game (played outdoors) between the Benedicts and Bachelor officers was a great success. Major Walsh, our commanding officer, played a stellar game at third base for the Benedicts; Capt. Flickinger at short and Lieut. Watson at first base showed that a baseball was no stranger to them. Captain O. H. Quinn appeared on the field in a bathing suit and regretted his rashness in less than ten minutes. He was trying to steal second, and seeing that the play would be close hit the dirt. He remarked afterwards that he remembered the bathing suit while he was in the air but too late to prevent the tragedy that followed. He strewed skin along the ground for a distance of about ten feet. Morale - Don't play ball in a bathing suit, and if you do, don't slide. The Benedicts were victorious with a 16-10 score. More games will be scheduled at an early date.

The post baseball team is fighting hard for a place at the top in the Army-Navy League. They are making a wonderful showing with a squad of 13 men and only one pitcher. We are holding on to third place, like grim death, in an eleven team league. The last game played was with the strongest team in the league, the Navy Submarine Base at Coco Solo, and was lost by a 3 to 0 score.



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

FOR RELEASE APRIL 8, 1922.

AN INSPECTION TRIP IN DOUBLE-TIME

It is doubtful if any chief of a War Department Bureau or other official, even on a "hurried" trip, equalled the record time in which Major General Mason M. Patrick, Chief of Air Service, accomplished an inspection tour of Air Service stations in the Southwest. When it is considered that inside of five days the Chief of Air Service inspected Kelly Field, Brooks Field, Love Field, the Helium plant at Fort Worth, Post Field and Ellington Field, one may well wonder how it was done, especially in view of the fact that at three of the stations above mentioned he spent practically the entire day going through the buildings, examining the property and inspecting the personnel.

The answer is that, outside of the journey from Washington to San Antonio, and the return journey to Washington from Ellington Field, the General utilized the quickest and most comfortable method of transportation - a DH4B airplane. Major H. A. Dargue, on duty in the Office of the Chief of Air Service, Washington, piloted the General's plane, and Lieutenants Duke and Dunton from Kelly Field in another plane acted as an escort, the two machines being company for each other in the air. When stops were made, Lieuts. Duke and Dunton rendered service in attending to the details of securing gas and oil and making careful inspections of both machines.

The weather man was in a very surly mood during several days of this record inspection trip; His ill humor, however, availed him but little, for despite lightning, rain storms, low dark clouds and Oklahoma cyclones, the trip was completed with only a slight delay. The flying was greatly enjoyed by the General, and it is the longest trip by air he has thus far made - somewhere around 900 miles. The experience gained by him on account of the varied weather conditions, especially the flight from Post Field to Love Field, will undoubtedly be of great assistance to him in dealing with matters in which flying is involved.

Proceeding from Washington on March 6th, General Patrick arrived at San Antonio, Texas, early in the morning of the 9th. He made a thorough inspection of all Air Service establishments - Kelly Field Nos. 1 and 2, the Air Service Depot, and Brooks Field. Late in the afternoon of the 9th, after the inspection of Kelly Field No. 2, a delightful reception was tendered him, in which an opportunity was given all the officers and their families to be present. Dancing, with music by the Kelly Field orchestra, was very much enjoyed, and refreshments were served. In the evening the St. Anthony Hotel was the scene of a banquet tendered the General by the field officers of the Air Service at San Antonio. There were also present at this dinner General Hines, the Corps Area Commander; General Lewis, Commanding Officer of the Second Division, and a class-mate of General Patrick; General Williams, the Chief of Ordnance, who had just arrived on an inspection trip; and several staff officers of the Corps Area Commander. General Patrick took occasion to inform the field officers during the course of the dinner of his plans to concentrate the Air Service as much as possible in the vicinity of Kelly Field. The Corps Area Commander made a few very complimentary remarks about the Air Service troops under his jurisdiction.

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On the morning of the 10th, an aerial review was held, in which there was considerable formation flying and acrobatics. The GAX machine attracted a great amount of attention, due not only to the tremendous amount of noise it made, but to the expert flying performed by its pilot. On one occasion this "mighty air tank" came within inches of the ground at a tremendous speed and maintained this altitude while passing in review. The impression gained by the Chief of Air Service through the flying of the GAX was that its offensive power rested more in the roar of its motors than the roar of its cannon.



The review at Kelly Field No. 2 was followed by an inspection of the Depot at Kelly Field No. 1. Following a luncheon at the Depot, the Chief of Air Service proceeded by airplane to Brooks Field and made a thorough inspection of that place, including the large airship hangar now nearing completion. Upon finishing his inspection at Brooks Field, he inspected the whole layout of Brooks Field, Kelly Field and the Depot from the air, and then proceeded to Camp Stanley to look over the bombing and gunnery ranges used by the groups stationed at Kelly Field. Observing the bombing and gunnery ranges from the air gave the Chief of Air Service a much better idea of them, it is thought, than he would have gained on the ground, as he saw the character of the surrounding country and the distance these places are from Kelly Field. He expressed the opinion that these ranges should be nearer to Kelly Field.

Early the next morning the Chief of Air Service was "on his toes" for the flight to Dallas, Texas. The day was a beautiful one, and it did not take long to roll off the many miles between the two places. The trip was made by way of Austin and Waco, and the 275 miles was covered in  $2\frac{1}{2}$  hours - slightly over 2 miles a minute. During this trip the General was greatly interested in the character of the country and the air conditions, although he found he had plenty of time to read the San Antonio morning papers. At Love Field an inspection was made of the buildings and the large amount of surplus property. In the afternoon a trip was made to Fort Worth where a thorough and very interesting inspection of the Helium plant was accomplished.

The trip from Love Field to Post Field - 185 miles - was covered in a comparatively short time. The Chief of Air Service was shown Barron and Taliaferro Fields at Fort Worth (now abandoned). He saw the Helium plant from the air, and then looked over Call Field near Wichita Falls, also the great oil fields northwest of Wichita Falls, including the Burk Burnett Field. After passing into Oklahoma there was little of interest until Post Field was reached. As this was Sunday, and the visit of the Chief of Air Service was entirely impromptu, there were no formal preparations made for his inspection. He went through most of the principal buildings at the field, however, and had a very pleasant visit with the officers. In the evening a very enjoyable dinner party was held in the Commanding Officer's quarters. Weather conditions appeared to indicate that the next day would be as fine as the preceding ones for a continuation of the travel by air.

In order to obtain a good start on Monday morning for the flight from Post Field to Ellington Field, everybody arose early, only to find low clouds, high winds and rain storms. Two machines went out a little before eight o'clock to determine the feasibility of making a start, but a ceiling of only 500 feet could be attained, and so it was decided not to attempt to get away until more favorable conditions existed. By 2:30 in the afternoon the rain storms had become less frequent and the clouds had lifted, due to the strong wind, so that a ceiling of 3,000 feet was obtained. Accordingly, the start for Dallas was made, but upon progressing southward it was found necessary to keep on a line toward Fort Worth, as a very heavy bank of dark clouds lay to the eastward, pouring rain on the country and causing many places to be visited with thunder-storms and, as was learned later, with tornadoes. There seemed to be a path, however, practically cleared all the way to Fort Worth, and so the flight that far was uneventful, except for going through two small rain storms and watching the maneuvers of the heavy clouds on the left. At Fort Worth it became necessary to turn eastward and plow into this wall of dark clouds. The pilots of the two planes zig-zagged around somewhat to find the most desirable place to go through, but when about midway between Dallas and Fort Worth a downpour of rain was encountered, accompanied by thunder and lightning. It was not long, however, before the airmen passed through this and were out of the rain, although forced fairly low by the heavy clouds. A landing was made at Love Field and, before the machines could be taxied into the hangar, the downpour of rain just passed through struck the field. It was too late at this time and the weather conditions too adverse to attempt to proceed to Ellington Field, and so a stop overnight was made in Dallas and plans formulated for an early start the next morning.

The weather on Tuesday morning appeared to be little better than the night before, but careful study indicated that the clouds were clearing towards the south and that better weather conditions would obtain the further south the pilots progressed, and so a start was made from Love Field at exactly eight o'clock. It was raining at the time, and the airmen did not get clear of the rain until some distance south of Dallas. A good ceiling was obtained, however,

and for approximately the first hundred miles flying at an altitude of 3,000 feet, the trip went very smoothly. Then the sun began to break up the clouds and the air became very rough. The planes ascended to a little over 5,000 feet, at which altitude the weather was delightful and the air perfectly smooth. By this time the sky to the front had become entirely clear, the rest of the journey being made under the characteristic weather conditions of Texas, and without event. Ellington Field was reached at 10:15, and the Chief of Air Service immediately started an inspection which carried him up to some time after four o'clock. During this time he met all the officers of the field and gave them a short talk with reference to plans for Air Service troops in the 8th Corps Area. The talk was followed by a luncheon, after which an aerial review took place. Machines took off in formation in spite of the cross wind and bumpy air. Lieut. Johnson demonstrated great skill in flying in his demonstration of the Thomas-Morse pursuit plane. Aerial gunnery and bombing added much interest to the flying.

Prior to his departure for Washington that night, the General attended a dinner in his honor given by the Houston Chamber of Commerce at the Rice Hotel.

#### THE HAWAIIAN DIVISIONAL AIR SERVICE

The 4th Squadron (Observation) Captain H. H. Young, commanding, which has been stationed at Luke Field since January 24, 1920, has been relieved from duty with the 5th Group and ordered to proceed to Schofield Barracks to become the nucleus of the Hawaiian Divisional Air Service. Henceforth the function of the squadron will be solely observation in conjunction with problems affecting the Hawaiian Division. Accompanying the 4th Squadron to duty with the Hawaiian Division are the 11th Photo Section and Branch Intelligence Office No. 11.

Major George E. Stratemeyer, Air Service, has been assigned as Divisional Air Officer, Hawaiian Division. The flying field selected has been used as a cavalry drill ground, is well located near the railroad and road, has sufficient space for the erection of buildings, hangars, etc., and is large enough for any type of airplane. Canvas hangars are being erected, and the field is being cleared of weeds and underbrush, which has grown up in spots. The enlisted personnel are being quartered in the 35th Infantry Barracks, and the officers are assigned quarters in the 21st, 27th and 35th Infantry areas. A study of the field is being made, and estimates of funds for necessary construction work are being prepared.

#### XBIA PLANES ON CROSS COUNTRY TRIPS

During the week ending March 18th, the 13th Squadron at Kelly Field made seven cross country trips (13 flights) using five XBIA's and two DH's. These mark the first cross country trips ever attempted with the XB's, the ban on cross country on this type of this, being only recently lifted. One plane was forced down, due to a broken oil lead, but same was repaired and the planes returned to Kelly Field without further mishap. The 13th Squadron pronounces them an ideal type of ship for cross country flying, if the vibration of the motor can be overcome. The gas consumption is very low.

#### FRENCH AIRCRAFT TRAFFIC

An idea of the astonishing progress of commercial aviation in France during the past year may be gained from a statement issued by the French Department of Aeronautics and Air Transport, giving traffic figures for the years 1919, 1920 and 1921. Considering the handicap under which aviation has been carried on by the companies concerned, the outlook for the future seems very bright. The following is a summary of the official figures:

Year	Journeys made	Miles covered	Passengers carried	Parcels, lbs. (approx).	Letter Mails, lbs.
1919	988	158,606	588	14,000	900
1920	2,386	529,454	1,721	110,000	9,000
1921	6,221	1,457,437	10,336	375,000	21,000

Figures which are available for the air mail between France and Morocco for 1921 are also very instructive. In the "round" journey there and back, the increases have been very marked. In January, 1921, the total was 16,377 letters; in January, 1922, the number was 50,851, equal to over 300 percent increase. Curiously, the dispatchings from Morocco to France were greatly in excess, viz: 32,691, as against 18,160 in the reverse direction. So steady has been the growth of the air mail that it has determined the Secretary of State to augment the facilities by increasing the service between Toulouse and Casablanca from three to five times per week as from this month (March) necessitating a fleet of 90 craft. The following monthly figures of letters carried during 1921 speak for themselves: February 12,025; March, 14,005; April, 17,179; May, 18,878; June, 22,738; July, 28,108; August, 34,283; September, 35,006; October, 40,601; November 41,330; December, 47,235.

### "AND I LEARNED ABOUT FLYING FROM THAT".

#### Landing on the Plaza in Front of Capitol.

Here is a little story about the "flying ant", the special pet of Mr. Lawrence Sperry, with which, during his recent sojourn in the Nation's capitol, he cut up quite a lot of antics in the vicinity of the Munitions Building, where the Office of the Chief of Air Service is located. On several mornings he buzzed the little "flivver" some thousand or so feet above the White House ellipse, circled the Washington Monument several times, and entertained the army of government workers - pre-war, war, ante-war, and otherwise - who were wending their way to the numerous offices in the vicinity of the Executive Mansion, with loops and other stunts, and then swooping down and disappearing suddenly from view behind some government building. This, no doubt, caused much wonderment amongst the uninitiated, who knew that there is no airplane landing field amidst these buildings. But, as we had occasion to mention several months ago in an article in the NEWS LETTER giving a description of this vest pocket (Messenger) airplane, Mr. Sperry has landed it on country roads and in his back yard without the least difficulty.

This is the second article under the caption "And I learned about flying from that" received by us of late, both of them from sources outside of the Army Air Service personnel, which shows that our pilots are either timid about telling us of their experiences or - well, we just don't know what. If this bashfulness continues, we shall have to resort to harsh and desperate measures - never mind what. But, seriously, we would be greatly pleased if our pilots would adopt the motto "Do it now", unsheath their fountain pens from their scabbards, settle themselves comfortable in a swivel chair, light a cigarette or a "two-for" and scratch off a few lines, addressed to the Editor of the News Letter, telling him of some unusual experience they have had during their flying experience. As we have mentioned several times before, no names will be mentioned. But to go on with the story:

"If the air currents in the Grand Canyon are anything as rough as the east side of the Capitol was yesterday when I landed there, in strong northwest winds, it must be pretty bad." Lawrence Sperry had occasion to land in front of the Capitol when the Speaker of the House invited him to do so in order to demonstrate what could be done with the privately-owned Army messenger plane. He had just flown up from New York, landing in one of the streets adjacent the Munitions Building, taxiing up and pulling the ship in between two of the wings of the building sheltered by the overhead viaduct connecting the two wings of the building.

On the flight to land in front of the Capitol, he carried 100 lbs. of shot, in order to make her get down over the trees quicker. Unfortunately, as the hour had been fixed the previous day, it was necessary for him to land, despite the fact that very fresh northwest winds were blowing which quartered the direction of landing, making him land, quartering the lee of the wind. A landing was made, but the whirlpool winds got hold of the rudder, with the result that after he got on the ground they turned his tail instantly at right angles. Despite throwing on the motor he ran up two or three steps of the Capitol. Not the slightest damage was incurred, however, the steps merely forming an effective method of braking, and Sperry said that if he had it to do over again, he would head into

the steps, using them as a method of stopping, as the tendency of the steps is to straighten the plane out and make it climb the steps squarely even though the approach of the steps is at an angle. In taking off, no difficulty was experienced except that it was necessary for Sperry to gain high air speed by keeping his nose well down and depending for safety on excellent air speed rather than altitude until some distance from the Capitol.

Mr. Sperry's comment after the flight was that the currents around the deck of an aircraft carrier would probably do the same thing, except for the landing gear which the Navy have gotten up, because there is no question but that in a high wind with the ship pitching a very slight amount and varying a slight angle to the wind, there would be, due to the enormous flat area of the deck, considerable whirlpool which would have the effect of changing the direction of landing.

Mr. Sperry carries a parachute - a compact seat type, and is a very firm advocate thereof. He says that he likes the feeling in sitting on a parachute and that should his love, the Messenger, ever throw him down, he would have the means of leaving her."

### AERIAL TOURING IN NORTH AFRICA

The first pleasure tour by air across French North Africa, according to Mr. Edward A. Dow, American Consul at Algiers, Algeria, has been undertaken by Mr. Lucien Sharp, of Providence, R.I., an American citizen, now residing temporarily in Paris. Mr. Sharp came by air from Europe to Casablanca, making the journey from that point to Marrakech, Morocco, thence to Oudjda. From the latter point he came directly to Algiers, arriving there January 28th. On January 30th he proceeded to the border of the Sahara Desert at Biskra and Touggourt, and intends continuing his journey by air to Constantine, in Algeria, Tunis, thence to Sicily, Rome, Athens, Constantinople and Western Europe.

The voyage was undertaken in a DeHaviland (English) Biplane, and the pilot is an Englishman, Mr. Alan Cobham. There is said to be space for only three persons in all.

Military aviation is being studied in French North Africa. New posts have been established in the interior of Algeria, at Hassi-ba-ba and Laghouat, each about 165 miles from Algiers.

It is proposed in France to endeavor soon to establish aerial tours from Algiers to the desert at Biskra and Touggourt, and another cross-country line from Gabes and Tunis, in Tunisia, to Algiers; thence to Oran, Algeria, and Casablanca and Agadir, in Morocco.

A German dirigible "Nordstern" was recently turned over to the French Government, and after repairs have been made, and stations built, it may be placed in operation between Marseilles and Algiers.

### AIRCRAFT COMPETITIONS IN ITALY

The Italian Government appears to be sparing no efforts in its desire to promote the development of aeronautical construction of a commercial character, and with this end in view the Minister of War has instituted a number of aircraft competitions to be held annually, the winners of which will be awarded trophies and cash prizes. The Air Attache of the Italian Embassy, Lt. Col. A. Guidoni, has furnished us with a translation of the rules which have been issued governing these various aeronautical events.

The first competition, called "Italy's Great Trophy", valued at Lire 30,000, will constitute an international challenge open to all aircraft of Class C, and will be contested for after the following conditions, a first prize of Lire 150,000 and a second prize of Lire 50,000 to be also awarded.

The trophy, which will be awarded to the winner of the first prize, will be contested for three successive years at a time to be assigned, and the winner will temporarily hold the trophy until the successive assignment. The trophy will then be definitely awarded to the firm winning it twice, or, if that is not the case, it will be awarded to the winner of the third year. Should a firm win it both the first and the second year, the contest is out. If the second prize is not assigned, the relative amount will be awarded to the winner of the first prize.

Every year before the first of January, the Aero Club of Italy will publish the detailed rules, according to that of the General Regulations of the International Federation of Aeronautics, taking into consideration the progress of aviation. The Aero Club will also appoint a jury for the distribution of the prizes and trophy, in which two experts, appointed by the Ministry of War (Superior Command of Aeronautics) should take part.

Only airplane constructors may enter the race, through their respective National Federations. Each firm may enter with not more than two airplanes, and each Federation may enter not more than three firms. Applications must be forwarded annually to the Aero Club of Italy not later than May 31st; each application must be accompanied by the sum of Lire 1000 for each airplane entered. The sum of 500 Lire will be reimbursed for each airplane that has passed the starting point.

The trophy will be contested for in Italy, on a covered distance of 2000 km. in an enclosed circuit. The 2000 km. may be reached even by covering a smaller circuit more times, provided this circuit will be not less than 500 km. In covering the distance it is necessary that three intermediate landings be made, not including the return to the starting camp. At least one of the landings, including the return to the starting field, must be made at night, that is, three hours after sunset (local hour) or else two hours before sunrise (local hours). An exchange of airplane or motor will not be allowed, but exchange of the pilot will be permitted. Only three supplies of fuel will be allowed, not including that at the start.

The airplanes must have the capacity to carry a commercial load of at least 250 kg. intending for the commercial load the total useful load, minus the weight of the pilot, or of a pilot, in case the airplane should be at a double command, of fuel and oil and instruments. The weight of each pilot will always be figured at 80 kg. All the airplanes will have to be equipped with tachometer, clock, gauges, altimeter, compass, speedometer and turn indicator. Before the starting, all the airplanes must demonstrate in an eliminatory race to possess a minimum speed of not more than 80 km. per hour. The starting must be effected with the full load. The radio-telegraph apparatus put on board will be considered as being part of the commercial load.

Only those that have completed the entire distance of 2000 km. will be classed. The classification for the prizes will be made by multiplying the commercial speed reached on the total covered distance by the commercial load transported, divided by the fuel and oil consumption per hour. It is intended, for commercial speed, the covered distance divided by the time employed from the first start to the last landing; for a commercial load that defined above; and the fuel and oil consumption per hour the total consumption divided by the total time in which the airplane has been effectively in the air.

To the firm reaching the highest factor, the first prize will be awarded and the trophy; the second prize will be awarded to the firm that has immediately reached the successive quotient. If the same figures show for two or more contestants, the prize will be awarded to the competitor showing the best and more rational installation of the instruments of navigation, according to the non-appealable decision of the jury.

The Ministry of War reserves the right to buy the Italian airplane or airplanes that have shown themselves being worth particular attention in the race, up to an amount of Lire 200,000.

The competitors and the pilots entrusted to the conduct of the airplanes must be of the same nationality of the Federation that enrolls them, exceptions made for those countries that are not affiliated with the International Federation of Aeronautics.

The Military Administration does not assume the responsibility other than that of awarding the Trophy and to pay the prizes to those firms that have been judged winners by the jury. The said Administration will not participate in the disputes that may arise eventually in regard to the adjudication of the Trophy and prizes, and will assume no responsibility for any damage that may be sustained by competing firms.

#### The "Great Trophy of the Tirreanean Sea".

This Trophy will constitute an International Challenge for seaplanes (class C) and will be contested for according to all the conditions already

pointed out for "Italy's Great Trophy". A first prize of Lire 150,000 and a second prize of Lire 50,000 will be awarded annually.

The circuit of 2,000 km. for which the trophy will be contested, must be made on Italian territorial waters and on open sea, and it must at least include one point of the west coast of Italy, and at least one point of the two Islands - Sicily and Sardinia.

Competing planes, before starting, must pass and submit to (a) a tight test of the floats; (b) a test of navigability, the conditions of which will be pointed out in the detailed regulations.

All the other rules will remain the same as established in the General Regulations for "Italy's Great Trophy".

#### The "Great Prize Angelo Berardi".

This competition will be a big race for free balloons, to be held in 1922 in honor of the memory of the great aeronaut, Angelo Berardi. The race will have an international character, and it will be a distance race; but, if the atmospheric conditions will advise it, the race will be a test of duration. The Contest Committee will have the right to make this non-appealable decision before the start.

All the balloons of the 2nd and 3rd classes, General Regulations of the International Aeronautical Federation, may enter in the race. Prizes awarded will be as follows: 1st prize Lire 15,000; second prize, Lire 10,000; third prize, Lire 5,000. The race must take place between May 15th and September 15th, and the detailed regulations will be drawn up by the Aero Club of Italy, which will render it public not later than February 28, 1922.

All the Federations and Aero Clubs associated with the International Aeronautical Federation may compete in the race. Each Federation and Club may enter three pilots, appointing at the same time a replacement pilot for each one entered.

Applications must be forwarded to the Aero Club of Italy not later than April 15th, and must be accompanied by Lire 750 for each subscription. The sum of 250 Lire will be reimbursed for each balloon that will take the start.

The gas will be furnished by the Ministry of War at cost price. All the balloons must be inflated with gas having the same origin (H).

The Military Administration does not assume any responsibility other than to pay the prizes to those competitors that have been judged winners by the jury. The said administration must remain out of all disputes that may arise in regard to the adjudication of the prizes, and will not assume for said adjudication any responsibility. Also the Administration will assume no responsibility whatever for the damages that may be incurred.

#### Parachute Race.

To promote the use of the parachute, the Ministry of War will hold in the year 1922 a parachute jump contest from a flying airplane, with a prize of 50,000 Lire, divided as follows: 1st prize, Lire 30,000; 2nd prize, Lire 15,000; 3rd prize, Lire 5,000.

The contest, which will have an international character and will take place in Italy, will consist of a parachute jump from a flying airplane at an altitude of not more than 1,000 m. (3300 feet) on the field. The prizes will be awarded to those competitors that have reached the ground without accident, nearest to an established point. Detailed regulations of the race will be made public by the Aero Club of Italy, not later than six months before the time established for the race. Competitors must participate in the race with airplanes of their own. Competitors must be entered in the race through the National Federation to which they belong; in case their native country has no Federation, then they may enter through another Federation. Each Federation may enroll three competitors, and each subscription must be accompanied by the sum of Lire 100, of which 50 Lire will be reimbursed when the competing airplane has taken off in the race. The responsibilities of the Military Administration with regard to prizes and damages incurred will be that already outlined in connection with the other events above mentioned.

## FLYING TIME DURING FEBRUARY AT CARLSTROM FIELD

The records from the flying office at Carlstrom Field, Arcadia, Fla., show that the flying time for February totalled 1,563 flying hours. Some 93 student officers and cadets are at present undergoing flying instruction. These students are equally divided between two stages, and a force of fifteen dual instructors are instructing from the two stages. The present class of students will probably be the last one to learn to fly in Florida, due to the expected moving of the Primary Flying School.

## NOAH'S ARK UP TO DATE

Animals, like humans, appear to be possessed of a certain amount of inborn curiosity, judging from the various experiences had with certain of the specie by members of the Army Air Service. There have been occasions in the past when different animals of the nimble-footed variety have in their wanderings run afoul of an airplane and, either for the purpose of making their abode in this new and strange contrivance or, perhaps, seeking a joy ride in the realms above to enliven their sordid existence, have carelessly meandered into the cockpit of several of Uncle Sam's planes, causing by their presence violent palpitations of the hearts of some of our pilots and mechanics when they hopped in said plane to take off or to tinker around it.

If this business keeps up, the airplane bids fair to run a close second to a certain lighter-than-water craft piloted by an aged and supposedly heavily-bewhiskered gentleman of the dim and distant past, - Captain Noah. The old man apparently knew a thing or two; for after a record-breaking non-stop journey, he finally made a safe landing on Mt. Ararat, without damage to propeller, landing gear, or fuselage, or injury to the pilot or passengers - at least so we may gather from the Good Book.

Thus far we have made entries on our ledger of a dog, frog, goat, mouse and snake taking a joy ride in a flying bus - not to mention an angry bull, who nearly put a plane out of commission, due no doubt to his disappointment in not being able to hop into a seat in the cockpit.

Here is another story from France Field, from which place sometime ago we were furnished the "Snake Story":

On Tuesday morning Master Sergeant Grant had occasion to climb into the cockpit of one of the reserve ships, stored in the rear of the main hangar. Upon mounting the side, he heard a peculiar noise which came from inside the fuselage. He beat a hasty retreat. With the assistance of several of the crewmen, he surrounded the ship. They stealthily approached said ship, armed with anything that came to hand. Everyone remembered the Tom Goff snake that had been found in a ship's cockpit and were not taking any chances. Some brave lad pounded on the side of the ship and a low growl came from inside the fuselage, and the circle of curious, heretofore doubting, crewmen widened perceptibly. A council of war was then held and various methods of attacks were suggested. At last it was decided that the ship should be pulled out into the open and a vigorous attack be launched at the entrenched enemy. This plan was agreed upon by all present, as attacking the unknown enemy in a position which allowed of only one direction of retreat didn't appeal to anyone. The ship was dragged into the open, scaling ladders were set in place and the attack was on. When the attackers reached the top of the fuselage and peered into the interior there were shouts of "There it is!", "Well, I'll be d---d!", "Can you beat it!", "Why there's a whole pack of 'em!" "What is it?" from the anxious reserves on the ground. "Nothing but a durned ole 'possum and her family", answered one of the brave, but noticeably relieved attackers. Mrs. 'possum and family were duly captured and are the pride of the hangar crew. It is no uncommon sight to see a crewman going about his work with a small 'possum clinging grimly to his shoulder.

## ADVANCED TRAINING OF FLYING CADETS.

The advanced training of flying cadets at Mather Field is going along with particular success in smooth formation flying. Flights of eleven and twenty-three ships each have been practiced for the past ten days, with an

officer as flight commander, the cadets piloting the other ships. These formations were part of the attraction at the Aerial Circus held at Mather Field on March 19th for the benefit of the Army Relief Society and the improvement of that field.

#### STATUS OF 326TH OBSERVATION SQUADRON

Excellent progress has been made in the organization of the 326th Observation Squadron, of the 101st Division, which is now 75% complete in its organization. The headquarters of the squadron is at Durand, Wisconsin; the headquarters of the 1st Flight Section is at Madison and the headquarters of the 2nd Flight Section at Milwaukee. The Squadron Commander, Captain Horace P. Orlady, will soon have completed his permanent assignment of personnel, and hope is entertained that there will be some training this year for such officers as are available. The officers of the squadron are kept informed of its progress.

WAR DEPARTMENT--RELEASE NO. 1--MARCH 28, 1922.  
(Time 10:40 A.M.)

#### JOINT TRAINING OF COAST ARTILLERY AND AIR SERVICE

The War Department is taking action to insure coordination of the Coast Artillery and the Air Service in coast defense, under the basic principles of warfare and training recently laid down. The chiefs of the two combatant arms concerned have been instructed to consider together the question of joint training, with a view to carrying out experiments in joint training and tests of materiel during the coming summer.

The war with Germany furnished such an exhaustive test of the powers of mobile troops that the doctrines of training for such troops were firmly established. Coast defense, however, was not so extensively tested, and many questions of the best methods and materiel to be used were not solved in battle. Since the war various experiments, such as the bombing of warships, have indicated the increasing power of aircraft in coast defense. It is with a view to developing the potentialities of this new arm, as well as to insure properly coordinated training, that the War Department is taking action.

Both branches undoubtedly have an important role in coast defense, and tests will be for the purpose of obtaining co-ordination in their training. It is expected these tests will include:-

- (a) Anti-aircraft target practice against air targets to determine the vertical range at which bombing planes could operate without being subjected to effective fire.
- (b) Bombing practice against coast defense installations to determine the effect of aircraft bombs on such a target.
- (c) Combined target practice at extreme coast artillery ranges to determine the relative efficiency of bombing planes and large caliber coast artillery guns in operation against an enemy fleet.

#### AERONAUTICAL NEWS FROM OTHER COUNTRIES

##### France.

It is reported that the prize of one million francs offered for the best aero engine will probably be augmented by another million, offered by the French Air Minister, for engines of 350 to 450 h.p., and weighing not more than 2 lbs./h.p. It is understood that competing engines will have to pass a reliability run of 240 hours, in stretches of eight hours each, and that the total time taken in



France (Cont'd)

completing the 240 hours must not exceed 100 days. The competition will start on March 1, 1924, and entries must be received before December 1, 1923.

Announcement has been made that the Aviation Committee of the Colonial Exchequer have definitely decided to organize a contest for seaplanes from April 17 to 19, under three classes: under 150 h.p.; 150 to 400 h.p.; and over 400 h.p. Eliminary trials are to take place on April 17, when entered aircraft must ascend to 1,000 metres, and have on board, in addition to the normal useful load, sufficient fuel for 1½ hours flight. The course, Marseille-Monaco, is 413 kilometers. Prizes to the extent of over 40,000 francs are offered.

Belgium.

The Aero Club of Belgium has organized an International Competition for touring airplanes to be held at Brussels on June 23-25, 1922. The competition is open to touring machines, single-seaters or multi-seaters, whose engine capacity does not exceed 7 litres. The awards will be made for a total of 100 points, allotted as follows: 30 points for minimum space occupied in hangar; 30 points for general economy of the engine; 25 points for slow landing, and 15 points for quick get-off. The prizes are as follows: The King of Belgium's Challenge Cup, to be retained by the winner for one year; and the following cash prizes: 1st prize, 15,000 francs; 2nd prize, 7,000 francs; and third prize, 3,000 francs.

Argentina.

Consul General W. Henry Robertson, Buenos Aires, states that on January 6, 1922, the new flying ground and school acquired by the Argentine Aerial Club at San Isidor, alongside the grounds of the River Platte Aviation Co., were opened for use, more than 20 machines taking part in the ceremony.

Colombia.

According to Mr. Edmund B. Montgomery, American Vice Consul at Barranquilla, Colombia offers an opportunity for the establishment of an air transport service. The facilities and carrying capacity of such a service, however, must be greater than that rendered by the present company (Colombian-German Aerial Transport Co.), which maintains a hydroplane service, and which, for the months of October, 1921; to January, 1922, inclusive, reported 307 flights, aggregating 57,640 kilometers, 303 passengers carried, and 29,280 kilograms of freight transported. This company has a contract to carry mail for a period of five years, the Government subsidizing it to the extent of \$100 per trip.

As the river steamship transportation is uncertain in the dry season, which is now coming on, an air service with machines carrying 10 to 14 passengers would undoubtedly get all the passengers and freight that could be carried, although one drawback to large air boats on the river is the danger from contact with driftwood in starting and landing. The ratification of the American-Colombian treaty should be a help in any negotiations which may have for an end the establishment of such a hydroplane service on the Magdalena River by American interests in cooperation with Colombians.

Switzerland.

A correspondent of the London Daily Mail writes that a flight over the Alps in an airplane at a height of 30,500 ft. (nearly six miles) has been accomplished by the Italian airman Zanetti. He flew 250 miles from near Lake Maggiore, Italy, to Antibes, on the Riviera. He alighted in a strong gale close to the lighthouse. Another Italian airplane made a similar flight from Lake Maggiore. The plane was driven out to sea by the gale after coming down at Antibes. It was followed up by a motor boat, and the two airmen were taken off seven miles out at sea. The airplane was badly damaged by the waves and had to be abandoned.

AERONAUTICAL NEWS FROM OTHER COUNTRIES (CONT'D)

Germany.

The work of disarming Germany in the air is ended, according to a correspondent of the London Daily Mail. All but 20 of the British, French, Italian, Belgian, and Japanese officers, who have worked under General Masterman on the Inter-Allied Commission of Aeronautical Control, have left Germany. On May 5th the Commission will cease to exist.

Since January, 1920, when General Masterman arrived in Germany, the Commission has destroyed 14,800 airplanes. Of 29,500 motors dealt with; some have been handed over to the Allies, but most of them have been destroyed. Six airships have been handed over to the Allies.

The work of the Commission has been done under great difficulties; never before had the work of disarming a nation been undertaken. When General Masterman demanded a list of places where sheds, works, and airplanes were to be found, the authorities declared that the papers had been lost during the revolution. Only little by little was the necessary information collected.

General Masterman's work is ended, but the control of civil aviation in Germany is to continue. The Council of Ambassadors has not yet published the regulations to be imposed. It is certain that there will be a small permanent Commission with the right of inspection to see that manufacture is carried out within the lines to be prescribed for future German aircraft.

## SQUADRON NEWS

Crissy Field, Presidio of San Francisco, Calif., March 15.

"Say it with airplanes" - and so Crissy Field did when three DH's, piloted by officers of the 91st Squadron, flew an "Au Revoir" over the Transport LOGAN as it steamed out of the Golden Gate on Tuesday, March 7th, bearing Lieutenants Batten and Glascock to the Philippines. A stubborn case of the "Flu" prevented Lieut. Hackett from sailing with Lieuts. Batten and Glascock, as had been planned. Lieut. Hackett, however, expects to sail for foreign shores on the 21st of this month, "Flu" permitting.

We are honestly sorry for Lieut. Glascock. Fate seems to be "agin" him. During three or four years of scorching service at sun-steeped San Anton, he yearned with a mighty yearning for a balmy climate punctured with a cool crispness creative of cordial cheer, such as we enjoy at Crissy Field. Finally, the reward of his patience, perseverance and hard work (if there lives the man who deems it an easy matter to effect a transfer in these days, let him try it!) - his transfer to this station. It seems to be Lieut. Glascock's particular destiny at this time, however, to practice the divine art of renunciation, to utter a fervent, if unwilling, "amen" to the remarks of Bobby Burns as that gentleman sagely philosophizes - "For pleasures are like poppies spread, - you seize the flow'r, its bloom is shed", etc.; for no sooner had he begun to cool off up here than along came the order transferring him to the Philippines! \*\*\*\*\* Oh, well, perhaps after all it's better to toil in torrid climes here than to relegate that pleasure (?) to the hereafter!

The full pack inspection and tent pitching contest held here last week was a decided success, notwithstanding the fact that this was the first inspection and contest of its kind which has been held at Crissy Field. The alacrity with which a triple row of tents sprang into visibility under the deft hands of the enlisted men proved that the Nomads of the desert have some potential rivals among our personnel as tent-pitchers. In fact, the modern soldier, carrying on his back in his old pack carrier a simple solution of portable shelter endangers the prestige which the tortoise has enjoyed since the beginning of time as the pioneer and most efficient "house mover". With a few more tent-pitching drills, let the Arab - and the tortoise - look to their laurels!

A splendid success, of course - the semi-monthly dance given by the enlisted men of this field at the Enlisted Men's Barracks last Saturday night. These semi-monthly tributes to talented Terpsichore are establishing a reputation for themselves, which puts the value of a bid thereto a high water mark, and anticipation is never more enjoyable than realization insofar as these social enjoyments are concerned.

Spring is in the air - and so are athletics. Under the able leadership of Lieut. Patrick, a baseball team is being organized from the enlisted men at the post which, it is expected, will be the envy and despair of John J. McGraw's Giants before the season is over.

And why Lieut. Goldsborough's altogether justifiable, involuntary lift of the head and "smile that won't come off"? Wouldn't the manager of any basketball team which, despite frequent changes in personnel and loss of trained players through transfers and discharges, be proud of his men if they, as did Lieut. Goldsborough's five, succeed in winning seven out of the twelve games which made up the post basketball series, and who are setting out with a grim determination, backed by enthusiastic, hard work, to bring home the cup for the Inter-Post series which begins March 20th? You tell 'em!

The following officers registered at Crissy Field during the past week, spending a few days at the post before embarking on the LOGAN for the Philippines: 1st Lieutenants Wm. C. Gabriel, M. H. McKinnon, C. R. Evans, Edwin R. McReynolds, Frederick D. Lynch and Ray L. Owens.

Even "Sunny California" hath its occasional showers, and the last seven days have been so interspersed therewith that flying at this field has been materially hindered. However, given even a suggestion of fair weather, Crissy Field pilots are "winging the blue", and a day at the post seems strangely silent without the vibratory hum of the motor overhead.

16th Squadron (Obs.) Fort Riley, Kansas, March 16.

Major C. L. Tinker, Captain Thomas Boland and Captain C. C. Way received orders on February 28th to proceed from Fort Riley, Kansas, by rail to Fairfield Air Intermediate Depot, Fairfield, Ohio, for the purpose of ferrying back

16th Squadron (Obs.) Fort Riley, Kansas, March 16. (Cont'd).

DH4B planes for the 16th Squadron (Obs.) Major Tinker and Captain Boland left immediately, Captain Way left on March 5th, and Lieut. Ben Morton, from the Office of the Chief of Air Service, on a gasoline and oil facilities inspection tour, was instructed to report to Wilbur Wright Field to join the other three officers.

The plan was to leave Fairfield the morning of Tuesday, the 7th, but a storm prevented. The same storm prevented the bowling team from Chanute Field reporting to fill its engagement with the Wilbur Wright Field team - so the 16th Squadron, the Office of the Chief of Air Service, represented by Lieut. Morton, and the 88th Squadron of Godman Field, represented by Lieut. Brown, were given the honor of taking the place of the expected visitors from Chanute Field.

After a tasteful stag luncheon given by the Wilbur Wright Field officers, it was (without malice aforethought) decided that the visiting officers should take the place at bowling of the Chanute Field team. The average scores of the Wilbur Wright Field team were figured, and the average supposed scores of the visitors were figured; and the difference was given the visitors as a handicap. Major Robbins captained the Wilbur Wright team and Major Tinker the visitors' team.

The game started with odds in favor of the home team. And it did appear that, in spite of the generous handicap, the visitors were "out of it". Before long, however, the visitors got into swing and surprised themselves as well as everybody else by winning the series with some fifty points to spare.

After the meet, Major Robbins, Major Tinker and Captain Blair swam a heat; Captain Blair, Wilbur Wright Field, won neatly; Major Tinker took second place, and Major Robbins third.

The evening was given over to a hop, held in the Officers' Club. The ball room was attractively decorated, the music good and the ladies beautiful - "nuffed".

The morning of the 8th was clear - so the four planes "took off" for Fort Riley, which was reached in eight hours' running time. Stops were made at Chanute Field, Rantoul, Ill.; Scott Field, Belleville, Ill.; Kansas City and Fort Riley.

Carlstrom Field, Arcadia, Fla., March 9.

Mr. J. M. Russell, parachute expert from McCook Field, is at Carlstrom to carry out extensive tests with the parachutes used by Sergeant Washborne in his fatal jump, in the effort to determine the exact cause of the failure of the chutes to open. Nothing as yet has been made public, as the investigation is still in the hands of the board.

All members of the Army Nurse Corps stationed at the Post Hospital have been transferred to other stations and left in a body last Wednesday. They were the Misses German, Rose, Berry, Jackson and Stahl.

Lieut. and Mrs. Spencer, of Key West, Fla., are guests of Lieut. and Mrs. Arthur I. Ennis. Lieut. Spencer was formerly an Air Service officer and transferred to the Coast Artillery Corps about a year ago.

Two new general courts-martial have been appointed to meet at Carlstrom within the next week. All members of the court are from Carlstrom with the exception of Lieut.-Col. Jacob E. Wyke, C.A.C., Law Member, who is from Fort Screven, Ga.

A board of officers has been convened at Carlstrom for the mental and physical examination of candidates for admission to the United States Military Academy. Three candidates have been authorized to appear before the board.

A leave of absence of fifteen days has been granted 1st Lieut. Victor H. Strahm, who will spend the time visiting his home in Bowling Green, Ky.

Lieut. Dudley W. Watkins has been assigned to the North Stage as an instructor.

Mitchel Field, L.I., New York, March 13.

Several weeks ago, when the movement to start a post paper began, a call went out for an appropriate name for it. It was made clear that the paper should belong to every man on the field equally, and that suggestions for a name were in

Mitchel Field, L.I., New York, March 13. (Cont'd).

order from any man from the field. To make competition more keen, the Post School Officer offered a prize of \$5.00 to the man who suggested the name finally selected. During the last days of the contest hundreds of names poured in. The staff of the paper finally narrowed the choice down to three names - "Back-fire", "Plane View", and "Mitchel Field Observer", then called upon the Commanding Officer, requesting his decision as to the most appropriate name. He selected the name "Mitchel Field Observer", a name originally suggested by 1st Sergeant John Masters of the 5th Observation Squadron. The first issue of the Mitchel Field Observer startled the public about March 15th.

Officers and ladies of the post assembled on Thursday evening, March 9th, for the regularly scheduled dance, which occurs on alternate Thursdays. Prior to the dance, a special dinner was served to over sixty guests at the Officers' Mess. Many were present from nearby towns and from other posts, among whom were Colonel Hero, daughters and guests from Fort Totten. Practically all officers and ladies of Mitchel Field were present, and at 8:30 p.m., the new hall in Officers' Club Annex was crowded. Refreshments were served at 11:30 p.m., after which dancing continued until a late hour.

The hop committee has extended invitations to all the surrounding Army posts, advising them of our festival nights and requesting their presence.

An invitation was received from Fort Totten, calling on Mitchel Field to attend their Weekly Dance on Friday evening, March 10th, and thereafter on every Friday evening. A number of officers and ladies accepted this kind invitation.

One thousand dollars have been allotted the post school for the purchase of equipment and repair of buildings. This money is being spent in making over Warehouse #3 into a model industrial school building. The school is to be used, instructors, equipment and all, as the means of giving the Reserve Force the necessary ground instruction throughout the Field Training Period. The school was inspected by the Air Officer, Major Krogstadt, and the Commanding Officer, Major Weaver, on the afternoon of March 6th.

The Commanding Officer has called his senior officers and organization commanders for a conference on preparations to meet the Reserve Force, advised them of the approximate number of Reservists to expect for the coming summer, and counselled with them as to the best means of meeting the many problems incident to the arrival of the Reserve Force. Every effort is now being made to meet all the requirements of this task - the proper training of the National Guard and Reserve Force.

Chanute Field, Rantoul, Ill., March 6.

The Rantoul Business Men's Association held a Smoker for the officers and men of Chanute Field who participated in the recent recruiting campaign. The Smoker was held in the Club rooms at Rantoul. The early part of the evening was spent in a progressive Euchre game, and the latter part to lunch and visiting. The affair did much to bring the officers and men of the field into closer touch with the business men of Rantoul.

First Lieut. Harry Weddington and wife left for San Antonio on March 1st, where they will spend a few days settling business affairs prior to leaving for San Francisco to take the transport for the Philippine Islands.

First Lieut. E. L. Eubank left on March 2nd for Port Arthur, Texas, where he will spend a short leave of absence before proceeding for San Francisco to take the ship for the Hawaiian Islands.

Mary Jane Adams, aged 16 months, daughter of 1st Lieut. and Mrs. James A. Adams, was formally christened at their quarters on February 22nd. Chaplain Henry J. Geiger officiated. The guests were Mrs. Mary Kelsy Adams (the mother of Lieut. Adams) Major and Mrs. Wm. H. Smith, Lieut. R. R. Fox, Miss Edith Fox, Mrs. Ernest Clark, Lieut. and Mrs. Frank C. Peters, Mrs. D. S. Lockwood, Mrs. John S. Hickman and 1st Lieut. George H. Brown. Lieut. Adams has been serving as post communications officer of Chanute Field. He is to leave shortly for duty in the Hawaiian Islands.

The Chanute Field Basketball team left for Scott Field on March 5th to begin a series of three games with the lighter-than-air men to decide the district championship. If successful, the Chanute Field five will proceed to

Chanute Field, Rantoul Illinois, March 6. (Cont'd)

Chicago to take part in the Corps Area tournament. The personnel of the field is awaiting the results of the games with a great deal of interest. In addition to the basketball games, there will be a boxing tournament at the Corps Headquarters, which promises to be very good. Chanute Field will have ten entries.

Montgomery Air Intermediate Depot, Montgomery, Ala., March 15.

Major-General Patrick passed through Montgomery on March 15th, on his return to Washington. Major Fitzmaurice, commanding officer of this station, and Major Roy S. Brown, commanding officer of the 22nd Squadron (Obs.) met the General at the depot, where a conference for fifteen minutes was held awaiting the departure of the General's train. It was hoped that the General would have more time to spend at this station, but this was not possible.

The 1922 examination of applicants for West Point was held at this station March 7th to 9th. The Board of Officers appointed to conduct this examination consisted of Captain Otto G. Trunk and Lieuts. John M. McDonnell and Louis C. Simon of the Air Service, and Captains Walter F. Hamilton and Charles F. Shook of the Medical Corps. Twenty-eight applicants were examined, twelve of which number were exempt from the mental examination. Three states were represented in this examination. Most of the applicants had prepared for the occasion by taking a refresher course at Marion Institute, Marion, Ala. The applicants as a whole were excellent material for officers, and made a very good impression upon the board.

The enlisted men's dance was held in the Service Club on March 9th, Daniel's six-piece orchestra of Montgomery furnishing the music for the occasion. Twenty-five young ladies from Montgomery aided the enlisted men of this station in spending a most enjoyable evening. This is the smallest number of guests attending any of the dances this year, and it was due to the heavy rain that evening. The rain, however, in no way dampened the enthusiasm of those in attendance. Light refreshments were served.

Lieut. and Mrs. Wm. K. Moran entertained at a dinner Sunday evening, their guests being Captain and Mrs. Trunk, Captain and Mrs. Shook, and Lieut. and Mrs. Skow.

Major Stork paid a return visit to this station on March 2nd and presented Lieut. and Mrs. Coyle with a baby girl.

Work on the new officers' quarters is now nearing completion. These quarters consist of four, five, and six-room apartments, and are an improvement over those now being occupied by the married officers, the rooms being larger and much better arranged. All officers who have been assigned to the new quarters are anxiously awaiting their completion.

Sergeant Herbert H. Carpenter, 22d Squadron, entertained the noncommissioned officers and their wives at a dance in the Service Club on March 15th. Twelve couples enjoyed the hospitality of Sergeant Carpenter. Refreshments were served, and all of the guests expressed themselves as having spent a most enjoyable evening.

The Ladies' Bridge Club met on March 2nd at the home of Mrs. C. T. Skow. In addition to the Bridge Club, there were four guests from Montgomery. First prize was won by one of the visiting ladies. Another meeting of the club was held on March 9th at the home of Mrs. Louis C. Simon in the city of Montgomery. Mrs. C. F. Shook was the fortunate lady to obtain high score.

Hqs. 12th Squadron (Obs.) Fort Bliss, Texas, March 14.

A 3-ship formation took off from this airdrome on March 7th for the bombing range to practice firing on ground targets. The twin Lewis machine guns were used with satisfactory results.

The Squadron basketball team clinched the Fort Bliss basketball championship in a fast game played with the 8th Cavalry, March 13th. At the close of the first half the score stood 15 to 7 in the Cavalrymen's favor, but in the last half the Squadron team swooped down, and by clever passing and goal shooting won the game with a score of 23 to 20. Tyler was the star of the evening, ringing up a total of 17 points toward the 23 piled up by the Squadron.

Rockwell Air Intermediate Depot, Rockwell Field, Coronado, Calif., March 13.

Weather conditions continue very disagreeable, especially noticeable on account of the pleasant weather everyone expects in this part of the country during this season of the year. The velocities of surface and altitude winds have been very high.

Lieut. Edward L. Searl has been released from the post hospital and is around on the job catching up all loose ends in preparation for his departure on the April transport for the Philippine Islands.

Many of the enlisted men who have been temporarily boarding in the hospital, on account of colds and flu, are showing up on the job again, and early "Spring Training" will soon be in full progress.

The Engineering Department has been holding its foot on the accelerator for the past few weeks, in consequence of which the service hangars are filled with planes awaiting "Ferry Pilots".

The regular Thursday afternoon Bridge-Tea at the Officers' Club was held under the supervision of Major and Mrs. FitzGerald. High score was held by Mrs. Field. All officers and ladies of the post were present, also Mr. and Mrs. Bradford, guests of Major and Mrs. FitzGerald.

Kelly Field, San Antonio, Texas, March 4.

Due to a real touch of winter in the form of a 24 degree - 60 mile rain and sleet storm - in the first three days of the week, no frequent and regular aerial activities were indulged in, our daring airmen being content to cut the deck to see who would get the next bucket of coal. Thursday brought forth old Sol again, however, and Lieut. Edward Harbeck, of the 90th, shoved off for Dallas to ascertain the welfare of some recruits he had coralled there. On the way, while passing over the fair enlightened city of Austin, his motor sent forth a series of noises similar to a mule when tickled under the left foot. Then Eddie decided to put her down, and put her down he did - so well that we may be able to get it out by next July.

After all this, the 13th Squadron, to show their appreciation of the glorious sunshine, wheeled out an XBIA and flew to Camp Travis for a problem in artillery adjustment. Everything was going smoothly, the enemy located, and shells were dropping to the right of them and to the left of them - then at the critical moment the radio failed, as radios often do, and we lost the fight. The next day, however, another XB was sent over in which every part functioned properly, the mission being so successful that everybody forgave everyone else for the fizzle of the previous day, and the gun crews were given an all night pass in town for their excellent marksmanship.

Lieut. L. S. Andrews, who recently arrived from Ellington Lake, has been given the job of adjutant and operations officer of the 90th Squadron.

Lieut. Doolittle wheeled his monster out of the garage Saturday morning and did a little GAXing around. The field was very heavy, but it didn't seem to bother the "triplex" very much.

The cold, wet weather has kept both the N.Y. Giants and the K.F. baseball team indoors. This gives the Giants a slight edge on us for the coming game due, possibly, to the fact that they can participate in regular and frequent bouts of Kelly Pool, while our stars continue to tighten the flying wires and grease the wheels of the DH's.

Due to the energetic efforts of Lieut. Brophy, nearly \$500 has been collected from the personnel for the purpose of constructing a swimming pool. It is located off the Frio Road across from the polo field, and it is very gratifying to note that the work has already begun. The pool will surely be a great source of pleasure to all in the coming summer - a need long wanted.

March Field, Riverside, Calif., March 11.

The week's activities have centered chiefly around getting the 23rd Squadron tidied up and ready for its coming departure for the Hawaiian Islands. Lieuts. Brand and Ballard will chaperone the party, see that everyone has his rubbers, get the tickets, have the expressman call, make sure that the weather is suitable for traveling, arrange to have the neighbors take care of the cat, and see that everybody is warned of the peril involved in sticking his head out of the

March Field, Riverside, Calif., March 11. (Cont'd)

car window. All of which has caused the furrows on Lieut. Brand's brow to be considerably deepened, and the habitual bundle under his arm to be greatly increased in size. To the casual observer the presence of the bundle would seem to imply that the commander of the 23rd was on his way to the laundry or maybe to a box social. Not so. We have at last discovered that the bundle contains, among other things, state papers, service records, aerial map of the Pacific Ocean, requests for autographs, court-martial proceedings, and six extra copies of "Aerial Navigation and How to Do It", by H. Brand. Lately the bundle is alleged to contain a remarkable device known as a Course and Distance Computer, to be loaned (on memorandum receipt) to the skipper of the transport for use in navigating his ship from San Francisco to Honolulu.

Just by the way of farewell, the 23rd Squadron stepped out on Thursday afternoon and defeated all comers in a field meet. Of course, all members of the 23rd lost no time in calling attention to the fact that "Pursuit" was all that could be expected of the 19th. On the other hand, certain parties affiliated with the 19th Squadron have sought to detract from the glory of the victors by claiming that at a critical moment during the tug of war the 23rd Squadron bugler sounded reveille. Whereupon, it is claimed, the 23rd team sat down as one man and couldn't be budged.

The battered and battle-scarred ranks of the bachelor detachment have suffered no further casualties since Lieut. Ballard climbed out of the dugout and surrendered to the enemy, as reported in last week's letter. Ballard's loss has caused a tightening up in the discipline and security measures employed by the survivors. No bachelor is now allowed to leave the post unaccompanied. Pitts and Smith ventured forth hand in hand for the week end last Saturday, leaving Tonkin in reserve, ready to rush over to Los Angeles to the rescue of either comrade that might be showing signs of slipping. By the use of constant vigilance, however, the two adventurers returned unscathed, and Tonkin was able to report all present on Monday morning.

Mather Field, Mills, Calif., March 13.

The regular monthly gathering of the Army Association Club was held at Globin's Grill in Sacramento, where an excellent nornday dinner was served prior to the business part of the meeting. The talk given by General J. J. Borree, the Adjutant General of the State, was absorbing in interest and met with genuine appreciative applause. Other speakers gave short talks on general army subjects. These gatherings are meeting with more than ordinary success; this one, held on the 8th, was, like the others before it, well attended; they are conducive to good fellowship between the National Guard, Reserve Officers and members of the Regular Army, of which the Association is composed.

Captain William M. Randolph reported from Rockwell Field on the 7th. A very new William, Junior, born on February 27th, was not able to make the trip when Captain Randolph drove up. Mrs. Randolph will remain in San Diego for about a fortnight longer. Capt. Randolph will command the 9th Squadron.

Visitors by air during the past week were Major H. H. Arnold, Captain F.A. Herold, Lieutenants A. G. Liggett and Wm. C. Goldsborough, with mechanics, from Crissy Field and Lieut. Harold D. Smith and Sergeant Jamrock from March Field. Lieut. Smith remained here for a few days on account of motor trouble, accompanying Lieut. R.L. Maughan, of this command, to Crissy Field. Other official trips were made to Crissy Field by Lieut. P.L. Williams, with Sgt. L. Kohn as observer. Lieut. F.S. Gullet, Operations Officer, pilot, with Capt. W. M. Randolph, as observer, flew down on the 11th and will remain at Crissy Field for two days.

Ross Field, Arcadia, Calif., March 13.

The class of observers at the Army Balloon School, consisting of seven officers and eleven cadets, is now on Mt. Harvard, where they will complete the ground course before taking up actual work in the balloon basket. The work on the mountain is in charge of Captain R. E. O'Neill and Lieut. J. Jordan. In five days the class put in eighteen hours of actual observation in simulated artillery fire, locating active hostile batteries, and plotting various subjects and places on the ground. The observation post on the mountain is an excellent



Ross Field, Arcadia, Calif., March 13. (Cont'd).

substitute for a balloon basket, on account of the altitude, which is over 5,000 feet, as well as the fine visibility obtainable in all parts of the valley.

Major M. F. Davis, who has been assigned to duty with the Organized Reserves has left for his new station at the Presidio of San Francisco. Mrs. Davis remained here awaiting word from the Major that he has found suitable quarters.

Work on the new steel hangars is progressing nicely. When completed, these hangars will accommodate two observation balloons, each, or one airship of the "C" or "D" type.

Master Sergeant Frank Maloney, who was the first noncommissioned officer to report for duty at this post when it was originally established, has left for Sacramento, California, and will be stationed at Mather Field. Sergeant Maloney has over 25 years' service in the Regular Army and has been in the Air Service since its inception. Ross Field is sorry to see him go.

Captain Charles M. Savage has taken over the duties of E. & R. Officer.

Lieut. James F. Powell left Saturday morning for Portland, Oregon, where he will be assigned for duty with the organized reserves of that section.

Mesdames L.T. Miller and R.E. O'Neill entertained the ladies of the post at a bridge tea in the Santa Anita Club, Arcadia. The affair was one of the most brilliant of the season, over forty guests being present. Handsome prizes were awarded; Mrs. P.D. Moulton and Mrs. C.M. Savage taking first and second prizes.

18th Airship Co. Aberdeen Proving Grounds, Md., March 18.

The airship was flown on two days this week. One day was spent in testing bombs for the Ordnance Department, and a high percentage of hits was obtained, the ship flying at an altitude of 2,000 feet. The officer in charge of operations was Lieut. George F. Parris, commanding officer of the 18th Airship Co. The flight on March 16th was curtailed due to the extreme wind, much difficulty being experienced in maneuvering the ship in the air and after it was landed.

The work of the Motor School is progressing. The building for the new Radio Station is in place, and work has been started on the installation of the operating equipment.

About 25 candidates reported for the Company baseball team, and practice has been started. The men have put the playing diamond in good shape.

The new company recreation room is about ready, and will have a barber shop, pool tables and a phonograph. The men will be able to use the room by the beginning of the coming week.

Brooks Field, San Antonio, Texas, March 10.

Although the weather has been exceptionally bad for flying during the past week, the balloon was in the air every morning at 7:45 for the purpose of practice in observation of simulated artillery firing. The high winds of increasing velocity, however, necessitated the bedding of the balloon before 10 o'clock on Tuesday, Wednesday and Thursday mornings.

Observation Balloon No. 1263, inflated for the first time during the latter part of last week, is a marked improvement over those that have been operated on this field during the last year. It has exceptional lifting capacity, rides in high winds with ease and surprisingly low cable tension, and its fabric gives promise to good gas purity.

A screen is being made near the gas plant for the nurse balloon so that there will not be a recurrence of the Nurse eloping with Mr. High Wind, who frequently flirts around in spring seasons.

Work on the vertical and horizontal stabilizers for Airship C-1 has been slowed up by the inability to obtain oxygen and acetylene for welding. They cannot be completed until gas is obtained for this purpose.

The weeding out of the baseball squad is practically completed, and a temporary team picked to represent the field for this season. While there may be a few changes, it looks as though the present line-up would be difficult to improve upon, inasmuch as it is practically last year's team, strengthened by the addition of two men from the 8th Airship Company and pitcher Woodard. The team has the advantage of one year of playing together in fast company, and looks like a winner.

Brooks Field, San Antonio, Texas, March 10. (Cont'd).

All organizations on the post are rivaling each other in the decoration and furnishing of their recreation rooms. Player pianos, mahogany pianos, etc., seem to indicate prosperous company funds, in direct opposition to the usual complaints of company commanders that their fund book is of more value than the money recorded therein. The providing of company clubs with adequate recreation rooms has been long neglected, probably causing many enlisted men to seek recreation in nearby cities instead of being satisfied with camp life. It is believed that these recreation rooms will increase the satisfaction of soldiers with army life and raise the percentage of reenlistments of competent and trained men. If the better men are kept in the service, army life must be as attractive as civilian occupations.

The ladies of the post, under the leadership of Mrs. John A. Paegelow, have organized a local section in the Air Service Branch of the Army Relief. Regular meetings have been designated for the last Monday afternoons of each month with <sup>such</sup> special meetings for special activities as the club members desire. The club is taking an active part in the Gym Kana meet, to be held at the Remount Depot.

Scott Field, Belleville, Ill., March 11.

The steel hangar under construction at this station is now in the iron-work stage. At present the material for the doors is arriving and slowly being put in place. The lower framework is practically completed.

A great deal of the balloon equipment from Fort Omaha, Neb., has been received, and the rest is being shipped as fast as it can be packed, checked and loaded. All of the "Burdette" type electrolytic cells from that station have arrived and are in readiness for installation. One "Burdette" Ferro-Silicon Hydrogen Generator will shortly be put into use.

The lower lift of the 500,000 cubic ft. gas holder, also under construction at this post, is finished. When completed, the holder will have three lifts and stand about 120 feet in height.

One captive balloon has been kept in service since early in November, 1921, and is flown whenever the weather permits. The telephone system from the balloon to the winch is run on the common battery principle, using the storage battery on the winch for its power. Local generators are used for ringing either end. When artillery correction work is started, operator's headsets will be used. Far less trouble is encountered in the use of the common battery system, and the drain on the winch battery is negligible even when the circuit is in constant use.

Our plan for assimilating artillery adjustment, instead of the old system, is to have a greater number of targets and use a radio phone truck at each end, the one at the winch being used as chart-room. The clerks in the chart-room will be instructed in relaying information, and time counts.

Two such radio trucks are on hand, and both will be complete and in perfect working order as soon as the transmitting condenser on one of them is received back repaired. The one now in working order has been used for conversing with persons in Belleville (about six miles away) and the operator has even been able to make himself heard in St. Louis, (about 20 miles air line) thus arousing the interest of all operators in that city.

The climate in this locality is ideal for this work, as static does not interfere in the least, except on days when the balloon could not be flown. The complete lack of static on ordinary days is a joy to all local operators.

It is contemplated starting free balloon training flights at an early date.

Chanute's basketball team won the preliminary Corps Area championship contest, at this post, by defeating Scott Field in two straight games. The main feature of both games was the stellar guarding of Lieut. Eller, who twice pulled his team out of the short end of the score. We were pleased with the Chanute Field team and the individuals composing it, and take this opportunity of wishing them the best of luck at the Chicago meet.

The dance held at the Officers' Club on Tuesday, March 7th, was thoroughly enjoyed by all who attended.

Scott Field, Belleville, Ill., March 11. (Cont'd)

A group of four DH4's enroute from the Fairfield Air Intermediate Depot to Fort Riley, Kansas, stopped here on Wednesday evening, and proceeded on their way early Thursday morning.

A 1/10,000 map of the country surrounding the reservation is being prepared with a view to installing a course for captive balloon observers. This course will be ready for any reserve officers who may be sent here for training this summer.

Kindley Field, Fort Mills, P.I., Jan. 16.

The Coast Artillery is holding their annual target practices with the Air Service doing the observing. Both balloons are up every day on which firing is conducted, and observation is also carried on by planes from the 3rd squadron. On Friday, while returning to Manila after working with Fort Frank, Lieut. Bettis had a forced landing on account of motor trouble. He succeeded in making the beach a few miles southwest of Cavite and landed without cracking. When he failed to return to Manila at the scheduled time, a plane was dispatched to look for him. After locating him, the plane came to this station and dropped a message on the parade ground in front of headquarters, giving the location and directions to proceed in order to find him. A mechanic and crew were dispatched on the GEARY and prepared the plane for him to take off. He returned the next morning and flew it back to Manila. Major Gilkeson, in trying to run around a rain storm, flew to Camp Stotsenburg and had to come down for gas. While flying from this station to Manila in an HS2L, Major Jones and Captain Edwards had a forced landing near Cavite when the propeller tip came loose and broke off. Observations have been made for the following batteries during the week: Battery Gillespie, Battery Koehler, Battery Geary, Battery Craighill, Battery Crofton and Battery Wheeler. Communication from the plane to the ground is by radio, and from the ground to the plane by panel.

There was nothing in the way of athletics in which this field participated during the past week, although four members of this field are on the Fort Mills baseball team and they played several games.

Lieut. M. S. Lindgrove, Air Service, has resigned to return to the United States. He plans to return by way of the Suez Canal, leaving the islands about January 23rd. While on duty at this station he has been the commanding Officer of the Philippine Air Depot, Kindley Field Branch. While stationed at this field he has not been available as pilot owing to eye trouble.

Private Déan W. Burford returned to the United States on the LOGAN, having passed the examination for Flying Cadet. While at this station he was in charge of the radio department, being an excellent operator. The squadron will greatly miss him, but know that he will make a real flyer and wish him luck.

Several members of the 17th Balloon Company were given passes to Manila to view the remains of Sergeant Wagner, who died during the holidays. The remains will be returned to the States on the LOGAN.

The balloon was up almost every day, Lieut. Bowling making observations for several batteries.

Kindley Field, Fort Mills, P.I., January 21.

On Saturday the Commanding Officer made an inspection of all organizations, barracks and grounds of this field. Conditions were found to be satisfactory.

Very little flying was done at the field, on account of the lack of personnel. Captain Edwards and Lieut. Baez ferried two HS2L flying boats to this station for storage. These boats were formerly the property of the Philippine Air Service.

Battery Gillespie and Battery Koehler finished shooting on Friday. Observations for these two batteries was made by both airplane and balloon.

Brigadier General Todd and his staff visited Kindley Field on Thursday.

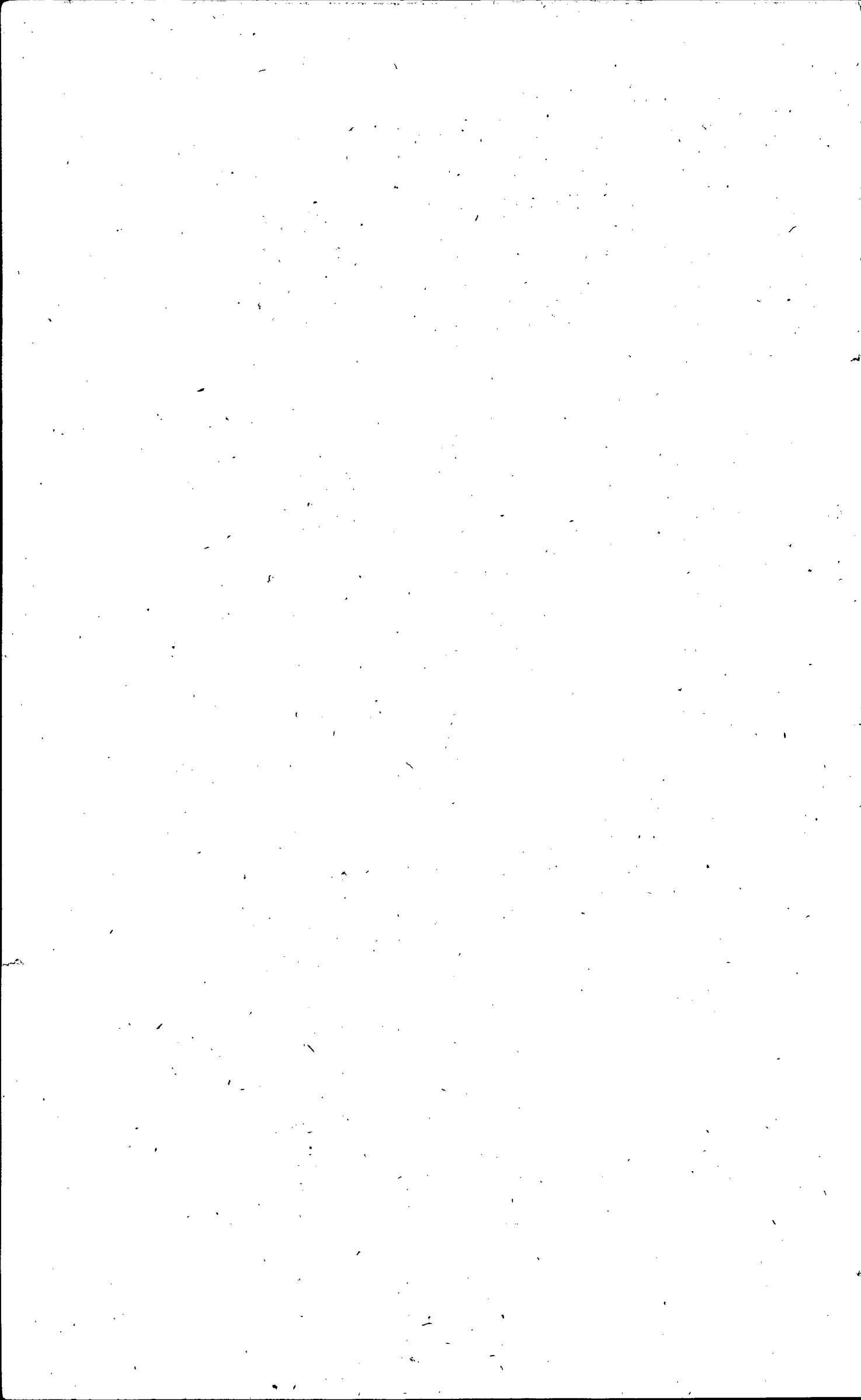
Camp Nichols, Rizal, P.I., January 21.

Very little of importance or excitement occurred within the post during the past week.

Air Park No. 11 has completed its new machine shop, and the personnel is contemplating a lot of work.

The 3rd Squadron (Pursuit) is still busily engaged in assisting the Coast Artillery.

Captain Lafferty leaves January 22nd for Lucena, Tayabas, to arrange for the care and maintenance of a flying field on the Constabulary reservation. It may be of interest to note that the proposed field was used for a number of years as a parade ground by the Scouts while stationed at Lucena. The field is at least 800 yards long and 300 yards wide.



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

FOR RELEASE April 22, 1922.

AGAIN THE VERSATILE AIRPLANE.

A great deal has already been written about the versatility of the airplane, both in time of war and in time of peace. As an instrument of warfare the airplane is a most potent force. The great World War has amply demonstrated this, and the contention that aircraft serve as a first line of offense or defense was proven beyond question during the maneuvers last year at Langley Field, Va., when a number of modern type warships were sent to their watery graves as a result of the accuracy our airmen had acquired in dropping high explosive bombs. As a peace time utility, however, the possibilities of the airplane are without limit. Many uses have already been found for it, aside from its principal use as a means of rapid transportation.

The airplane is an engine of destruction in time of war, but it appears to be just the reverse in time of peace. The world is just beginning to realize what a great boon to mankind it really is. For the past several years the Army Air Service has been cooperating with the Forestry Service in an endeavor to suppress the great number of forest fires occurring annually in the vast forested areas of our Great Northwest and in California. Using airplanes as a means of patrolling these forests, the observers were able to discover fires practically at their inception, and the prompt reporting of same by radio to headquarters enabled the fire fighters to institute prompt measures to combat them. Thus, the airplane has played a most prominent part in conserving the timber resources of the country, and has thereby saved the government vast sums of money.

Fire, however, is not the only destructive force that continually threatens the existence of our forests and orchards. The insect pest is also a power to be reckoned with. Last summer a grove of Catalpa trees near Troy, Ohio, was practically defoliated by the ravages of caterpillars. Here, again, the airplane came to the rescue. Flying over this grove and spilling arsenate of lead powder from a hopper attached to the side of the fuselage, the airplane accomplished in one minute what could hardly have been accomplished with twenty of the most powerful liquid spraying machines. And the experiment was a pronounced success, the official report on same stating that practically all the insects were exterminated.

The sealing industry, heretofore a rather fluctuating, hit-or-miss sort of a business, and which, for this reason, has been steadily and persistently declining for several past decades, bids fair to recuperate under the ministrations of "Doctor Airplane". By reason of the fact that there was no system of intelligence to guide the sealing fleet in its movements, there was always a likelihood that during the night an ice floe carrying the main herd of seals would drift silently by a few miles away and be far over the horizon before the sealers realized the unkind trick Dame Nature played upon them. The occasions upon which the main herd have been missed in this manner have been numerous, and under such circumstances the disappointed sealers were forced to rest content with such crumbs in the form of detached masses of ice carrying a few seals as happened to come their way. The coming of the seal airplane has changed all this. Seeking for seal-laden drift ice and maintaining constant wireless communication with the sealing fleet is identical with the spying out of the countryside for the movement of troops in war. The reliability of the flying machine, combined with its radius of action, has rendered it indispensable to the industry.

Out on the Pacific Coast fishermen have utilized the airplane in locating schools of fish and leading the boats to large hauls.

As regards the subject of surveying and map making, the airplane has already established itself as a practical means of securing quickly, cheaply and accurately, information which can be put to a wide variety of uses in engineering practice. Added to this is the ability of the airplane to cover territory inaccessible on foot. Airplane photography offers extremely interesting possibilities.

1/18

And now we come to a subject that intimately concerns the farmer. Last summer the Bureau of Plant Industry, Department of Agriculture, conducted in a very limited way experiments along the line of collecting from the upper air certain parasites which have been causing different plant diseases. The results they have achieved justify their opinion that a great deal can be learned from a study of the different spores which can thus be collected. The most destructive of this fungi is the black stem rust of wheat, oats, barley, rye and many grasses. An idea of the destructiveness of this parasite may be gained from the fact that in 1916 it caused the destruction of over 200,000,000 bushels of wheat in the United States and Canada - not a very pleasant thing to contemplate either by the farmer or the consumer. It is known that this parasite survives the winter in the north on the common barberry bush which has been used so extensively for hedges. Steps have therefore been taken to eradicate this particular plant on this account. The theory is advanced that these spores are developed in the south and are carried north into the wheat regions by the air currents. Dr. Stakman of the Bureau of Plant Industry, Department of Agriculture, under the direct supervision of Dr. Kellermann, Associate Chief of the Bureau of Plant Industry, in cooperation with representatives of the Engineering Division at McCook Field, Dayton, Ohio, is conducting certain experiments in this connection, and there is now being designed an efficient type of spore trap which will contain several common laboratory slides, the faces of which slides will be covered with a gelatinous matter or vaseline. These spore traps will be placed on airplanes and will be so arranged that different slides may be exposed at different elevations in the air. It is anticipated that the air blowing against these slides will result in there being collected on them whatever fungi there may be present in the air in that particular region. A simple laboratory test will serve to identify the various classes of fungi spores which may be collected.

Representatives of the Department of Agriculture will conduct these tests during the spring and summer at Kelly Field, San Antonio, Texas; Chanute Field, Rantoul, Ill.; Fort Riley, Kansas; Post Field, Fort Sill, Okla.; and Camp Knox, Ky. These spore traps will be installed on a great number of airplanes during the course of their numerous flights, and a careful record will be kept of the results obtained. At the end of the season a compilation of the results will enable the Bureau of Plant Industry in Washington to arrive at some definite conclusion in regard to this plant disease, and the Department of Agriculture may then be able to devise the necessary measures to combat, if not entirely eradicate, this highly destructive plant disease.

Just recently airplane pilots from Carlstrom Field, Arcadia, Fla., cooperated with the well known scientist, Dr. David Todd, Professor of Astronomy and Navigation, in a rather interesting experiment at Miami, Fla. Moving pictures were taken of the sun from an airplane at altitudes of 16,000 and 17,000 feet. The idea of taking the pictures from such altitudes was to get away from the dust particles in the atmosphere near the earth's surface. Professor Todd expects to gather some very interesting data from these films.

The other day the Netherlands Aircraft Mfg. Co. sent us a communication stating that it is reported from Holland that exceptionally severe weather would have imposed great hardships upon the inhabitants of the many islands which lie to the north of the Dutch mainland were it not for the timely assistance rendered by the big Fokker airplanes of the Royal Dutch Air Service Company. All boat traffic having ceased owing to the ice, the airplanes were used to deliver large quantities of food and other supplies to the islands.

The foregoing enumerates only a few of the many uses which have been made of the airplane, which can be truly classed as the most wonderful invention of the age. Can anyone stretch his imagination far enough to say to what further use the versatile airplane will be put in the near future? Certainly, the airplane has come to stay, but it deserves far greater recognition and much better treatment than that which has so far been accorded it.

#### THE 318th PURSUIT GROUP, ORGANIZED RESERVES

The 318th Group, Pursuit, Organized Reserves, with headquarters in Indianapolis, has three squadrons, the 462nd, 463rd and 464th in Indiana (Kokomo, Wabash and Indianapolis) and the fourth, the 465th, at Louisville, Kentucky. At present there is only one Regular Army Air Service officer detailed with the Group.

The 464th Squadron at Indianapolis is the only organization nearly approaching its full complement of officers. Some enlisted men have already been signed up by recruiting officers appointed within this squadron, and all details pertaining to the squadron are being studied and rapidly mastered by the flight officers in order that the unit may begin to function as such. The remaining squadrons in Indiana have only enough officers assigned, or available for assignment, to compose a full flight in each.

The former Air Service officer presents a different problem, regarding applications for Reserve Commissions, from a line officer. The reserve line units have a more or less full quota of officers, whereas the Air Service units are sadly lacking in the available number of commissioned personnel. Being a comparatively new branch, there are no officers of long experience such as may be found in the Infantry, for instance. There are very few men holding Reserve commissions in the grade of captain, and hardly any in the field officer grade.

The work of an Air Service officer is considered very hazardous by wives and families of ex-aviators, most of whom have acquired the first named since leaving the service, so that pressure is brought to bear upon those men who would like to try their "hand" again by entering the A.S.R.C.

The majority of men now holding reserve commissions are those who completed their training just before the armistice or remained in long enough to get the rating. The old flyers look in askance at the Reserve program, that is, those who have remained in touch with Acts of Congress regarding the Reserve Corps. Once a flyer, there will always be an attraction for them in flying. So to induce these valuable men to re-enter the game as an officer in the reserves, they must have a definite assurance of a sufficient amount of flying. With this assurance, it is believed there will be applications and enough men commissioned to fill the quotas desired.

The Aero Club of Indianapolis, most members of which are numbered among the personnel of the 464th Squadron, are endeavoring to acquaint all former service men, by personal contact and publicity gained in their activities, of the fact that the 464th is going to fly - and very shortly. The dedication of Schoen Field on Sunday, March 26th, was attended by all members of the organization. Schoen Field, at Fort Benjamin Harrison, is named in honor of an Indianapolis boy who was shot down overseas. This dedication marked the first official appearance of the 464th.

One steel hangar is being erected at the field, and material for two more will arrive shortly. There will be about ten JN6H planes, one DH4B, and probably a Fokker, for use by the squadron this spring and summer. This should increase the enthusiasm and esprit, not to say applications for Reserve Commissions.

#### AERONAUTICAL RACES IN ITALY

A communication received from Lieut.-Colonel A. Guidoni, Air Attache, Italian Embassy, states that the Italian Secretary of Finances has granted the benefit of free temporary introduction in Italy to all <sup>foreign</sup> machines which will be engaged in the next aeronautical races in Italy.

#### THE POSSIBILITIES OF THE SLOTTED WING

The latest tests with the now famous Handley-Page high lift slot wing, according to the London EVENING NEWS, show that the future of vertical and horizontal flight is solved by aircraft fitted with such high lift wings, rather than by the helicopter system. The new Handley-Page torpedo-carrying airplane, the first machine fully equipped with the variable slot type of wing, recently underwent further test flights at Cricklewood. As soon as the engine was "opened up" the biplane jumped straight into the air with practically no preliminary run. When the slots were closed it showed a very high speed; when they were opened again the machine slowed down to practically nil and descended vertically on even keel for more than a thousand feet in a space about as big as a tennis court.

What is more important still, it could have flown away again from the same restricted space. The action of this opening and closing wing is similar to the action of a bird's wing when it opens and closes the main feathers for slow landing on a telegraph wire, and when flying from a confined space. The latest machine is nicknamed "The Heinz", owing to its being said to have 57 different varieties of control. This machine proves that this wing is a definite revolution that is going to make aviation a wonderful commercial proposition.



## THE AIRPLANE AS A TIME SAVER IN BUSINESS ✓

One of San Francisco's most successful business merchants, Mr. James Otis, to whom time, in a very literal sense, means money, realizing the value of the airplane as a successful saver of silver seconds, substitutes for a high-powered roadster in which to travel from place to place on important business missions, his 2-passenger Ansaldo "Airster". Through the courtesy of Mr. Otis, several ladies of Crissy Field were treated to a "hop" in the Ansaldo recently. One or two of the intrepid aviatrixes were seasoned aerial navigators - they had been up at least once or twice before! The Ansaldo "hop", however, provided the others with their initial airplane "thrill".

## TEXAS COLLEGE STUDENTS TO RECEIVE FLYING TRAINING ✓

The Air Service Unit at the Agricultural and Mechanical College of Texas is the youngest of five units in that State, having been organized in December a year ago. The unit started this year with 102 men, but the 609 examination (physical examination for fliers) disqualified about forty of these men. The students are a highly enthusiastic bunch, all intensely interested in the course, and many of them will eventually become reserve pilots.

During the first two years at this college, students cover elementary military subjects. During the last two years they cover in the main purely Air Service subjects, including airplane engines, airplane instruments, bombing, aerial gunnery, aerial photography, radio, machine guns, artillery observation and Infantry and Cavalry liaison.

At the end of the Junior year, the students attend a six weeks' camp at some Air Service field, where they are given a great deal of back seat work as observers and also given an opportunity to take short courses in engines, airplanes and all other work connected with an Air Service station. Upon graduation these men are given commissions as reserve second lieutenants and ordered to active duty for a period of six months in order to permit them to obtain their flying training.

The camp this summer will be held at Kelly Field, and the Junior Class is hard at work preparing themselves for the work they will do at the camp this summer. Due to the hardships of the 609 examination, there will be only seventeen men qualified for the camp.

The Cadet Major of the Squadron, James E. Gardner, is a former Air Service officer, who left school during the war and enlisted for the Air Service. He completed his ground work course at the University of Texas, his primary training at Call Field, and his advanced training at Ellington Field. After the Armistice, Mr. Gardner returned to college, and will graduate this year in architectural engineering. He is considered one of the very best cadet officers at this institution, and it is in a great measure due to his earnest work for the squadron that such an esprit de corps in this unit has been built up so soon.

## FOKKER BESTS A DE HAVILAND 4-B. ✓

Out at the Fairfield Air Intermediate Depot, Fairfield, O., Captain Adler in a DH4B and Lieut. Ballard in a Fokker were the participants in a very interesting race recently. This race was the result of a boast by Lieut. Ballard that the Fokker (which, by the way, is his personal pride) could outrun any other ship on the post. Lieut. Ballard's challenge was immediately taken up by Capt. Adler, with the result that the Fokker did everything which Lieut. Ballard boasted of. Lieut. Ballard will have an opportunity to uphold the qualifications of the Fokker in the very near future, when the Orenco ship, which is nearing completion, is given its initial flight at this station. From all indications and reports it is then assumed Lieut. Ballard will have an opportunity to contest against what is stated to be one of the fastest ships in the Air Service.

## DEATH OF MAJOR SIMONS AND LIEUT. FITZPATRICK

Two Army Air Service pilots made the supreme sacrifice in order to advance the science of aviation - Major John W. Simons, Jr., and 1st Lieut. Gerald H. Fitzpatrick, who were instantly killed near Ellington Field on April 3rd, when the planes they were piloting collided in the air.

Major Simons, who was 35 years of age, had 14 years' service in the Regular Army, being appointed a 2nd Lieutenant in the Infantry on January 4, 1908. On March 3, 1914, he was promoted to the grade of 1st Lieutenant. During the World War he was detailed a Captain in the Aviation Section, Signal Corps, in November, 1917, and he was promoted to the grade of Major on February 23, 1918.

He was sent to Rockwell Field, San Diego, Calif., for flying training, in April, 1918, and completed same on July 15, 1918, when he was rated as a Junior Military Aviator. From Rockwell Field he was sent to Langley Field, Hampton, Va. as a representative of the Bureau of Aircraft Production in command of all aircraft experimental activities at that station. His next assignment was that of Commanding Officer of Park Field, to which station he was sent in November, 1918, remaining there until September 18, 1919, when he was assigned to duty as District Material Disposal and Salvage Officer at Buffalo, N.Y.

In August, 1920, he was transferred to the Office of the Chief of Air Service, Washington, D.C., for duty as Assistant Administrative Executive. Desiring to receive further flying training, his application to take the advanced course in pursuit training at Ellington Field was approved, and he proceeded to that station in January, 1922.

Major Simons was considered an excellent pilot, and made many long cross country flights. Of a genial disposition, he was well liked by all who came in contact with him, and his many friends in Washington and elsewhere will keenly feel his loss.

Lieutenant Fitzpatrick was 24 years of age and a native of St. Louis, Mo. He was appointed a flying cadet in October, 1920, and was sent to March Field, Riverside, Calif., for flying training. He completed his primary training in April, 1921, took the examination for a commission in the Air Service, Regular Army, and received an appointment as 2nd Lieutenant on August 4, 1921, being shortly thereafter promoted to 1st Lieutenant. In December, 1921, he was sent to Ellington Field for advanced training in pursuit flying.

The Air Service sends its condolences to the bereaved relatives of these two officers.

#### FRANCE CLAIMS AN AVIATION RECORD ✓

The London TIMES states that Adjutant Leboucher, a French Army airman, has reached a height of 22,251 feet in a Breguet airplane, carrying nearly 5 cwt. of freight, and that the Aero Club of France is reported to have passed this as the world's height record. Considerably greater heights have been reached, though not, apparently, with such a load.

#### ORGANIZATION DAY AT ELLINGTON FIELD

Organization Day for the First Group (Pursuit) will be celebrated with appropriate ceremonies on May 5th and 6th, 1922. An interesting program, including flying, athletic contests and dances, is being arranged for this occasion.

An invitation is extended to all persons interested in Air Service activities to visit the field on these dates. A special invitation is extended to all old pursuiter, whether in or out of the service, to be present on this occasion as guests of the Officers' Club.

#### AVIATION IN THE ARGENTINE REPUBLIC ✓

Aviation is making remarkable progress in Argentina. The Argentine government has foreseen the future of this new method of locomotion and all the advantages which it may expect from its development. An important net work of commercial air lines is already under consideration.

The following article on the above subject, which appeared in a recent edition of the Paris Edition of the New York Herald, is quoted:

"The Argentine aviator Oliveiro is going to attempt an aerial voyage of the boldest kind over the course from capital to capital - Buenos Aires, Montevideo, Santiago and Lima. This attempt calls attention to the splendid effort on the part of the South American Republics with respect to their commercial aviation, an effort which has met with particularly happy results in the Republic of Argentine. Nature, in that country, invites men to this task. Immense, flat stretches of territory; a sky in which fog is unknown; a country where the nights

are very short, and where the railroad lines are comparatively few. Could one imagine a more propitious place for the harmonious and fruitful development of commercial aviation?

#### Favorable Causes.

If we consider that the railroads of the Argentine Republic barely have a length of 48,000 kilometers in a territory of three million square kilometers; that all these lines converge in the direction of Buenos Aires and the large centers without being connected to each other by cross lines, and that freight rates are very high, because the coal used is imported from England, we are forced to admit that all things favorable to the development of aviation are here combined. Let us add to this that the entire southern portion of the country has no railroad connection with the center, but is connected to it only through a system of boats, the crews of which spend half the year on strike.

The Argentine government favors the efforts made by the National Aeronautical Federation. This organization, which is directed by daring men, skilled pilots, has succeeded in getting together 11 clubs and more than 1100 affiliated members, and in preparing 125 airdromes. Each club, in order to have a right to existence, must have 50 members. So far the Aeronautical Federation owns 127 machines, distributed among the clubs. There are 29 American Curtiss machines, 35 Italian Ansaldo machines, 2 Caproni bi-motors, a few Farman-Savoia training planes of the Breguet, Caudron, Goliath and Spad monoplane types.

Without any question French aeronautic manufacture has so far been given the preference, but the constructors should not rest on their laurels. Their prices must not be such as to divert orders, because no doubt there would soon come into existence a local national industry of which the German engineers detailed in Argentine since the war are quite ready to assume charge.

#### Aerial Lines.

The first attempts to establish aerial lines were made by the French and English missions. The former made the connection by airplane between Montevideo and Buenos Aires (300 kilometers), the latter put up the fine station of Mar del Plata a few hours distant from Buenos Aires. But those were only attempts intended to test the regularity and rapidity of air service. Seven lines have been considered by the government, one of which is already under construction - (Baio-Blanca-Rio Gazeos) with landing places in all the large intermediate centers. That makes 3,800 kilometers for the airplane to travel.

The government has given the concessioner exclusive control of the line for ten years; it has put at his disposal, gratuitously, the necessary ground, but furnishes no subvention. In brief, the foundation is in charge of the government, which does not concern itself with the superstructure. On the other hand, it reserves the right, in case of strike on the part of the maritime services which carry on the coasting trade in the south, to use the airplanes when it desires. Moreover, it certainly seems that Argentine will not long delay in subventioning in some manner new aerial companies just starting. France has resolutely set out on this way which requires great circumspection. It seems well to find a formula recalling the guaranty of interests which, in the beginning at least, made the fortune of French railways.

#### The Aviators.

Finally, a whole galaxy of daring aviators are exciting by their repeated exploits the curiosity of the Argentine public and encouraging it to trust the airplane as much as the railroad. Eduardo Oliveiro, who is going to depart one of these days to attempt the Buenos Aires-Montevideo-Santiago-Lima trip, belongs to the class of that Felz, who in 1913, on an old model 50 h.p. Bleriot, crossed the Rio de la Plata - "the fresh water sea" - at its widest place.

With men like Captain Almonacid, who is remembered in the French aviation service, where he fought during the war, as a pilot for whom nothing is impossible, or Martienzo, who first crossed the Cordilleras of the Andes opposite Santiago de Chile, that is, at its greatest height, commercial aviation is in good hands. And then, were they not Argentines who first conceived the vast project of regular dirigible service between Europe and South America? The project has already begun to be put into execution; on both sides of the Atlantic they are starting to construct immense hangars intended for airships."

## AERIAL CIRCUS AT MATHER FIELD

With an attendance which exceeded that at any other Aerial Circus in that part of the country where Mather Field is located, March 19th was a gala day for everyone who attended the affair. The circus started at 2:00 p.m., with a large formation of DH4B's and two SE5's arriving from Crissy Field.

The next event, a 20-mile race over a triangular course, was won by Sergeant G. Eckerson of the 28th Squadron. The other entrants came in "over the wire" in the order named: Corporal J. Larsen of the 9th Squadron, Sergeant T. J. Fowler of the 28th Squadron, Lieutenant E. C. Kiel of the 91st Squadron at Crissy Field, and Lieutenant Paul L. Williams, of Mather Field.

A tug of war between an airplane and an army motor truck was of short duration, the airplane easily showing its supremacy in pulling powers. Then, at the signal of the field piece, 3 DH4B's began a ten-minute altitude race from a standing start. Cadet D. A. Templeman's record of 9,000 feet made him winner over Cadet M. Sternberg (8,900 feet) and Cadet I. Igelsrude (8,300 feet).

Lieut. E. S. Norby's exhibition of a dead stick landing probably caused more amusing comment than any other attraction. Many of those attending knew almost nothing about flying, and the start of Lieut. Norby's ship did not occasion much interest, but when that one plane was high above the field, very evidently staying up without a sound of the motor to be heard, some of the onlookers remarked: "But how could he have gotten up there without a motor!"

An exhibition of aerial warfare was participated in by Corporal J. Larsen (28th Squadron) who, in a reconnaissance plane, went over the "enemy lines" for observation. An enemy pursuit plane flown by Lieut. John Benton, of Crissy Field, shot down the reconnaissance plane and was, in turn, shot down by an Allied Scout Plane flown by Lieut. W. C. Goldsborough of Crissy Field. The pilot of the wrecked reconnaissance plane leaped to safety with a parachute. Civilian parachute jumper Broadwick, the pioneer balloonist, and who invented the safety pack, made the parachute jump. His easy descent with the huge umbrella-like parachute was one of the prettiest sights of the afternoon.

Hair-raising and breath-taking stunts by civilian fliers kept the crowd on the qui vive. Mr. I. Gates, promoter for the circus, provided aerial acrobatics and wing walking by Wesley May on a plane piloted by Capt. Lowell Yerex, a former English "Ace". Mr. May also changed from plane to plane in mid air from the upper wing tip of airplane, flown by "Upside-down" Pangborn, to a rope ladder suspended from another ship flown by Capt. Yerex. The upside down flying of Mr. Clyde Pangborn was decidedly daring in the length of time he remained upside-down in the air.

The circus ended with a 15-ship formation led by Lieut. F. S. Gullet, Post Operations Officer. The wings of the formation were led by Lieutenants John R. Morgan and Hugh C. Minter.

Announcements of each coming event was made by wireless telephone to the crowd during the entire program, and a number of musical records were played for the entertainment of the number who were interested enough to remain and ask questions of Mr. C. W. Richard, Post Radio Engineer, and his enlisted assistants, about radio and wireless telephony.

That share of the proceeds which Mather Field received will be divided between the Air Service Branch of the Army Relief Society and both the Officers' and Enlisted Men's Clubs.

## AERONAUTICAL NEWS FROM OTHER COUNTRIES

### England.

According to London newspapers, thirty new air-expresses are to be "put on" the London Continental Air Service this year to cope with the great increase of traffic. The British contribution includes a number of an improved type of twin-engined Handley Page machines, each for 12 passengers. In addition, there will be a fleet of machines built by the DeHaviland Aircraft Company.

A new fleet of 14-seater Goliath airplanes will be operated by a Belgian company between London and Brussels, while a week or so hence will witness the trials of the first of a fleet of four-engined, 25-seater super air expresses that one of the French companies is building. The airways are also to be extended, and instead of Paris being the terminus, it will become a junction, with services running to Marseilles, Lausanne, Warsaw and Casablanca, in Northern Africa, while

## AERONAUTICAL NEWS FROM OTHER COUNTRIES, CONT'D.

### England, Cont'd.

it is hoped to extend the airway on the British side from London to Manchester and then across to Dublin.

### Russia.

A statement in a Russian newspaper announces the formation of a Russo-German air traffic company, which will begin operations by establishing an air route between Moscow and Konigsberg, to connect with the Berlin-Konigsberg express train services. An agreement has already been concluded between the Russian commercial delegation in Berlin and German interests, among whom are Herr Rathenau's organization, the General Electrical Company, the Hamburg-Amerika Line, and the Zeppelin Company. Germany is to recover full freedom in the matter of the construction of non-military aircraft, and the establishment of air services beginning in May.

### Mexico.

Trade Commissioner P. L. Bell at Mexico City has sent to the Automotive Division, Department of Commerce, a translation of a permit recently conceded by the Mexican Ministry of Communications and Public Works to the representative of the Cia. Mexicana de Transportes Aerea, S.A., for the establishment of an airplane service between Mexico City and points in the States of Vera Cruz and Tamaulipas. In view of similar permits ready to be granted in the near future, this one may be taken as a very good example of what parties interested in the development of commercial aviation in Mexico may expect in the way of Government permits and their conditions. It should be noted, furthermore, that this permit is not an exclusive one and does not carry the usual features of the old-time "concession".

### The Netherlands.

Mr. Joseph W. Vander Laan, Secretary to American Legation, The Hague, reports that the market for American aircraft in the Netherlands is centered in the Army, the Navy and the Colonial aviation, and in the Royal Dutch Air Service Co., known abroad as the K.L.M. While the needs of the Dutch Army aviation are relatively small, and the K.L.M. has definitely decided that during 1922 it will fly Fokkers, American aircraft builders may be able to compete successfully for contracts from the Navy and the Colonial aviation.

### Czechoslovakia.

Engineer Janak, head of the Automobile and Flying Department of the Ministry of Social Welfare, returned from Berlin on February 17th. He concluded with representatives of the German Government a provisional agreement on a reciprocal basis regarding regular air service, passengers and goods, between Prague and Berlin. The agreement, it is said, will be signed in March. The governments of the two countries will each select a company to participate in the service, which will either be alternatively or simultaneously in opposite directions.

This means that as soon as Germany is permitted, by the Peace Treaty, to make international flights (end of 1922) German machines will be allowed to fly to Prague and over Czechoslovak territory. A new flying company will be formed at Prague, under the protection of the Legio Bank, with a capital of 8 million kronen. Deputy Rychtera will be president of this company. The amount of the government subsidy, which will be paid to this company, has not been fixed, but it is expected that it will be equal to that allotted the Franco-Roumanian Company.

This new Czechoslovak aviation company will use, as far as possible, airplanes of Czech manufacture. Recently the "Aero" Aircraft Factory at Prague has successfully tried out an air transport limousine, which will probably be purchased by the new aviation company. The "Aero" limousine has a wing area of 52 sq. meters and a carrying power of 40 kilos per sq. meter, weight 1300 kilos, and will have a capacity of 5 persons and 100 kilos of baggage, and will carry petrol for four hours flight. The engine is a German 260 h.p. Maybach motor.

AERONAUTICAL NEWS FROM OTHER COUNTRIES, CONT'D.

Czechoslovakia, Cont'd.

The Military Aircraft Works are also working on an air transport limousine designed by engineer Smolik.

Austria

It is reliably reported that negotiations have begun between representatives of the Czechoslovak and Austrian Governments regarding a regular air service between Prague and Vienna.

Uruguay.

The first trip of the new bi-weekly airplane service between Buenos Aires and Montevideo took place on December 17th, the distance of 220 kilometers across the River Plate being covered in approximately 1 hour and 10 minutes. The airplane has room for four passengers. On the first return trip 1,270 letters were carried to Buenos Aires.

A very successful aviation meet was recently held in Montevideo. Two Avros, two Spads, and a Salmson were piloted by daring aviators, who thrilled the audience by corkscrew and Immelmann turns, the "falling leaf", and "looping the loop".

Honduras.

The Young Men's Club, which is interested in the advance of aviation in the country, is about to order airplanes from Italy for the equipment of the first Honduran School of Aviation.

## SQUADRON NEWS

Kelly Field, San Antonio, Texas, March 11.

A parachute descent was made by Sergeant Bottriel, of the 8th Squadron (Attack) from a DH4B plane piloted by Lieut. Meloy, also of the 8th, from an altitude of 3,000 feet, on March 7th, at about 5:30 in the evening. A perfect jump was made, the "chute" functioning properly immediately after leaving the ship. A seat type parachute was used. An interested number of enlisted men of the Group and several civilian spectators witnessed the jump, and excitement and comments were rampant as to the success of the adventure. The jump was scheduled for the previous day, but due to the high winds which had prevailed throughout the day until dark, it was postponed. This was the Sergeant's first jump since his arrival here from McCook Field last fall. He has held several records as a parachute jumper, at one time the world's. He also had a number of thrilling experiences in his career as a jumper. Readers of the News Letter will readily recall an account of one of these, when his "chute" failed to function properly while making a jump and became entangled in the controls of the plane, resulting in serious injury of the Sergeant and placing the pilot's life in jeopardy, as the rudder of the plane was completely carried away and the pilot descended with a rudderless ship. In the near future it is contemplated to start a school in the care and use of the parachute, with Sergeant Bottriel as instructor.

On Thursday and Friday, March 10th and 11th, the field was honored by a visit from the Chief of Air Service. The low hanging clouds and mists made flying impracticable, and all activities were postponed. The General and his party, however, inspected the personnel, barracks, mess halls and buildings of both groups. The mess hall of the 13th Squadron (Attack) received the highest compliment when the General stated it was the best kitchen and mess hall he had ever seen.

A social was given at the Aviation Club between five and six-thirty o'clock Thursday. The receiving line was composed of General Patrick, General Hines, Lieut.-Colonel Howard, Major and Mrs. Reynolds, and Captain Shea. Refreshments were served, and music furnished by the post orchestra made possible a delightful little informal hop. In the evening a dinner was given at the Hotel St. Anthony by the field officers of the Air Service stationed in the vicinity of San Antonio, in honor of General Patrick.

On Friday morning two formations from each Group passed in review before the General. The G.A.X. flown by Lieut. Doolittle demonstrated some excellent low flying and ground attack maneuvers. The General next made a flight to Camp Stanley, piloted by Major Dargue, to look over the bombing and aerial gunnery ranges. In the evening the Aviation Club was the scene of a delightful hop in honor of General Patrick, given by the officers and ladies of the field. The Hunter Five furnished the music for about two hundred guests. A dinner party was given in honor of the General preceding the hop.

Early Saturday morning the General's party took off for Dallas and Fort Worth and then to Ellington Field. We believe all in all the General enjoyed his visit to Kelly and is very much pleased with the appearance of the personnel, buildings and operations.

A course in Infantry, Artillery and Cavalry organization, conducted by Lieut.-Colonel Lewis, 2nd Division, Camp Travis, has been in progress for the past few weeks. The object of the course is to familiarize pilots, especially of the Attack Group, with the different formations and tactical use of ground troops, from the smallest units up to a division.

Captain Shea with Sergeant Fowler as photographer made a trip to Eagle Pass, Del Rio, and return, for the purpose of getting pictures of the Airdromes and outlines of the towns for the new flight map of Texas now being prepared by the Operations Office. Lieut. H.F. Sessions, on a flight to El Paso, was forced down at Pumpville. This is a little two by four field levelled by the Construction Q.M. in 1918, and used only in grave emergency. At that, some say it is the only level spot between the Pecos and Sanderson.

Chanute Field, Rantoul, Ill., March 14.

At the present time there are 311 enlisted men enrolled in the various courses of instruction. New students are being entered at the rate of 55 every

Chanute Field, Rantoul, Ill., March 14, Cont'd.

two weeks. Practically all men recently recruited have been trade-tested, classified and recommended for courses of instruction best fitting their qualifications.

The Chanute Field basketball team returned from the district tournament at Scott Field, where they demonstrated that they have a team capable of holding their own with the best of them. Two games were played at Scott Field, both of which were won by the Chanute five, the first game by the score of 36 to 17 and the second one 31 to 22. 1st Lieut. Louis N. Eller, Athletic Officer, who coached and developed the team, was in charge.

Immediately on the return from the successful invasion of Scott Field, the Chanute Field basketball and boxing teams left to participate in the Corps Area meet, scheduled to be held at Fort Sheridan, Ill., beginning March 15. 1st Lieut. James S. Eldredge, E. & R. Officer; 1st Lieut. Louis N. Eller, Athletic Officer, and 1st Lieut. Frank M. Paul, Officer in Charge of Training, accompanied the boys to Fort Sheridan. We are all looking forward and anticipate the boys bringing home the bacon.

The officers bowling team, composed of Major Martin, Captains Gibson and Lockwood and 1st Lieuts. Paul, Kunkel, and Villots and Walsh of the O.R.C., defeated the civilian instructors team composed of Johansen, Gallivan, Tolle, Drinkwater and Bartley. The games were hard fought, and the results of the contest were not known until the last ball had been rolled. The first game was won by the officers by 54 pins, the instructors then got to work and took the second game by a margin of 129 pins. The third game was a nip and tuck affair until the last frame, when the officers won out by 28 pins. Captain Gibson, M.C., had high average for the officers, totalling 148 pins per game.

Carlstrom Field, Arcadia, Fla., March 22.

The Officers' Club held the regular semi-annual election of officers last Wednesday. Tocher, Williams and Oscar Barney stepped down as President, Vice-President and Secretary, respectively, and were succeeded by Lieuts. Haddon, Perrin and MacDonald. The board of governors, consisting of Captains Thorne, Rust and Woolsey was replaced by Lieuts. Williams, Chauncey and Corkille.

Lieut. R.C. McDonald, with Captain George F. McDonald and Staff Sergeant John T. Smith as passengers, crashed into two automobiles and a civilian airplane in taking off at Daytona Beach last week end. The accident was caused by the jamming of the rudder of the DeHaviland plane at the take off and allowing the ship to drift into the cars and the civilian plane. Very little damage was done to the automobiles, but the civilian plane was damaged beyond immediate repair. Lieut. McDonald got out of the wreck without a scratch, but Captain McDonald and Sergeant Smith sustained contusions of the right chest. A board of officers has been convened to determine the cause and fix responsibility for the accident.

Lieut. William Preston and Mrs. Edith C. Humble were married at the home of the bride in Fort Meyers, Fla., Friday, March 17th. The bride is a popular member of the winter society set of Fort Meyers.

Mrs. Ryder entertained the Ladies' Bridge Club at the Officers' Club on Monday afternoon. Dainty refreshments were served after the bridge.

Mather Field, Mills, Calif., March 22nd.

The California Spring weather has been conducive to even more than the usual amount of flying during March. During the past week flying officers and cadets were exceedingly busy preparing for the Benefit Aerial Circus. Each flying cadet was assigned to a plane, and the tip-top condition of the ships showed the interest the men have in the project. The racing planes were put in a condition that could not be excelled.

A very beautiful ceremony was held at noon on March 17th, upon the occasion of one of Lieut. E. S. Norby's famous dead-stick landings. Coming over the field from the north, he cut his motor, and with his well known ability for gliding to the line in perfect form, landed in the presence and amid the plaudits of every Air Service officer of the command. Lieut. Wm. S. Sullivan, fortunately, had a loving cup of unusual design ready and, with appropriate remarks, Capt.



Mather Field, Mills, Calif., March 22nd., Cont'd.

E. G. Reinartz, M.C., presented it to the intrepid pilot who, never at a loss for fitting response, immediately served the assemblage with the aesthetic refreshment that wafts incense to "Lady Nicotiné".

In honor of Old Saint Patrick, the Officers' Club, appropriately decorated, was the scene of a dance given on the 17th. American Flags, green and white streamers and shamrocks made the club house prettier than ever before, and when the favors were distributed, consisting of comical hats for the gentlemen and very bewitching ones for the ladies, a general air of gayety pervaded the place. A delicious lobster supper was served to the 80 guests, who came from Sacramento, Crissy and March Fields, as well as the surrounding towns. Home, Sweet Home was not played until 2:30 a.m., the end of a specially happy evening. A number of out-of-town visitors at the dance remained as guests for over the week end to attend the Aerial Circus on the 19th.

The command is congratulating Lieut. and Mrs. Paul L. Williams, who announced the birth of a little daughter - Edith Morrill Williams - on March 18th. As the baby is getting along very well, Lieut. Williams will have his family home with him within a few days.

Mitchel Field, L.I., New York, March 18th.

Plans have been laid out and work will start very shortly on repair of the hangers, shops and flying line. Since the melting of the snows it has been practically impossible to put a plane on the line, due to the deep mud surrounding all the hangars. It is a great relief to the whole command to learn that provision has been made for relieving this situation. Major Green, C.M.C., has been engaged for several days drawing up plans for laying a 75-foot tarvia treated strip between the line of hangars and flying field, putting concrete floors in hangars and run-ways between hangars. Plans also contemplate providing heat for the hangars, putting in water and air lines and, in general, converting our present lay-out into a modern airdrome.

1st Lieut. Edward E. Weldreth, A.S., recently reported to this station and was assigned to duty in Air Park No. 7.

The Thursday Night Card Club's last meeting was more largely attended than any similar function thus far, practically every officer and lady of the post being present. Much interest is being shown in the next dance, which will occur Thursday evening, March 23rd. The dance committee has been following the policy of having regular formal dances and novelty dances on alternate dance nights. It has been wildly rumored that the plans for the coming Thursday night contemplate a Barn Dance, the officers to wear straw hats and carry pitchforks and the ladies to add sunbonnets and aprons to the normal costumes. Major Teft, M.C., Chairman of the committee, is to give a lesson in the proper manner of wearing a pitchfork just after saber drill on Wednesday morning.

The long period of freedom from airplane accidents at this field was broken during the past week by the occurrence of two serious crashes. The first, that of Technical Sergeant Roland Blake, 24th Squadron, occurred on the morning of March 14th. Sergeant Blake with Sergeant Jean E. Riviere as passenger, took off, made a few turns around the field and then, as they were coming in to a landing, the plane - a JN4H - fell from a stall from an altitude of about 100 feet. The plane was a total wreck. Sergeant Blake suffered fracture of both legs and a fractured jaw, while Sergeant Riviere received a fracture of one leg and a broken nose. Both men were removed to Fort Totten, where nursing facilities were available. They are now on the road to recovery.

The second accident occurred on Friday afternoon, when Lieut. Francis B. Valentine and Sergeant Ross fell into the sea near Ambrose Channel Light Ship. The DeHaviland was a total wreck and sank shortly after the pilot and passenger were rescued by a pilot boat. Lieut. Valentine had gone out with a formation to welcome General Mitchell, who was aboard the "Aquitania". The formation picked up the big liner about twenty miles off Ambrose Light Ship and escorted her in. Lieut. Valentine has just flown past the "Aquitania" close alongside, when upon passing the vessel he pulled up into a climbing turn and fell off on one wing. The pilot and observer were seen by the planes above to climb out of the wreck and

Mitchel Field, L.I., New York, March 18th, Cont'd.

very shortly thereafter rescued by a pilot boat. The "Aquitania" did not stop, as it was considered more dangerous to the wrecked fliers to stop her than to have her continue. The plane fell clear of the line of propellers by only about fifty feet. Both men were scratched and bruised about the face, but no serious injuries resulted.

Brooks Field, San Antonio, Texas, March 17.

Major General Mason M. Patrick, Chief of Air Service, made a careful inspection of Brooks Field last Friday afternoon, March 10th. After going through the barracks, shops, schools and warehouses and observing the work being accomplished, he expressed his satisfaction over the conditions he had found and the training of the field personnel.

After General Patrick left the Field last Friday afternoon, a meeting of officers was held at the hospital by the surgeon. Capt. Harrison presided with the needle. While many of the officers left seemingly not very deeply impressed, Saturday morning witnessed many serious faces. It is understood that another meeting will be held this afternoon and one a week from today.

During the past week the balloon has been in the air every day, and the balloon observers averaged about 25 artillery fire adjustments daily. Although the wind was strong, it was very steady as a rule and the hot sun burned off the fog early in the morning so that good visibility allowed very swift work.

The baseball team won two practice games with the Breckenridge (San Antonio) High School team, scores 22 to 7 and 5 to 4.

Scott Field, Belleville, Ill., March 24.

On Monday evening, March 20th, nearly all the officers of the post were guests of the Aero Club of St. Louis at a banquet at the Claridge Hotel. A great deal of interest was aroused in the proposed course of training for reserve officers which is to be carried out at Scott Field during the summer, and it is expected that a number of our old "co-mates and brothers in arms", who were present at the banquet, will take the course.

A free balloon flight was made by all the officers of the lighter-than-air branch at the field, viz: Colonel C. G. Hall, Major F. M. Kennedy, 1st Lieuts. J. H. C. Hill, A. C. McKinley and A. H. Foster. Although Major Kennedy was pilot during the greater portion of the trip, each officer acted in that capacity during part of the time. The trip itself was uneventful, but when a landing was decided upon it was found that the entire weight of one man was barely sufficient to open the valve. Things went nicely until the time came to "rip" the balloon, when it was found that one man could not pull out the panel. As soon as he was given aid, the tape part of the rip cord broke. The anchor was then thrown out and held nicely in spite of the fact that the ground was damp and very soft. Lieut. McKinley climbed up into the rigging while the anchor was being cast out and tied the tape to the loose end of the red cord. Three of the occupants were then able to rip the panel. The balloon was new, and an examination showed that the rip panel was double stitched on both sides and heavily cemented. It was found, after the landing was completed, that only a short distance ahead the balloon would have run into high tension wires, and the occupants thanked their lucky stars that the anchor was carried, against the wishes of several of the aeronauts.

To top the climax, both balloon and basket had to be carried about half a mile. The people of Worden, Ill., near which town the balloon landed, won the gratitude of the airmen for their fine spirit in helping both in packing and carrying the equipment.

The framework of the north door of the airship hangar is nearly completed, both tracks and the framework up to the top of the wind braces being in place.

The men of the various organizations have been practicing baseball the whole week, and there seems to be some promising material for the post team.

Hqs. 12th Squadron (Obs.) Fort Bliss, Texas, March 21-27.

Two DeHaviland planes left the airdrome March 15th for the bombing range to practice machine gun fire on ground targets. The twin Lewis machine guns were used, and very satisfactory results were obtained.

Captain Shay and Lieuts. DeShields and Goodrich from Kelly Field were visitors at the airdrome during the week. Lieuts. DeShields and Goodrich landed here on March 17th in one of the worst sand and wind storms of the season. A gale of approximately 65 miles per hour was blowing and, with the clouds of sand, made flying very difficult, if not dangerous.

Major Frank D. Lackland, Air Officer, 8th Corps Area, accompanied by Lieut. Donald G. Duke, 90th Squadron, Kelly Field, landed at this airdrome on March 22nd. Major Lackland inspected the airdrome and was very much pleased with the appearance of the squadron and personnel as a whole. He showed great interest in the athletics, congratulating the commanding officer, Captain Thomas W. Haste, on the squadron basketball team winning the Fort Bliss championship, and expressing the hope that the baseball team would do likewise. The visitors returned to San Antonio on March 24th.

The squadron baseball team has been organized and played the first practice game of the season with the Motor Transport Troops. The aviators won the game 14 to 6. The team is making a good showing, and with a little practice feel sure that they can beat any team around Fort Bliss.

Air Service Unit, R.O.T.C., University of Illinois, March 27.

The freshmen and sophomores of the unit are being given the 609 by the Flight Surgeon from Chanute Field. Captain Hickman has been on the job for two weeks now, and expects to finish this week. Before the weather broke he was flown down in the morning and back at night by Lieut. Carter.

Major Martin, commanding officer of Chanute Field, furnished some rigging work for our advanced class last week by draping a DH around a tree while trying to take off our swamp, otherwise known as a landing field. The boys went out after school hours and tore the wings off, taking the fuselage to the Armory to keep company with our old JN4D.

Orders have been issued making aerial flights part of the curriculum for the advanced course men, so now all juniors and seniors are cultivating the friendship of the Chanute Field pilots.

Last week the 15th Squadron sent a ship down to work with the Signal Corps here. Weather conditions were far from good, however, and but fair results were obtained.

On Friday of last week Cadet Major Reading flew to McCook Field with Lieut. Fox of Chanute Field, and while there visited Fairfield and the field at Fort Benjamin Harrison. Reading reports a fine time. Since the cadets have had the privilege of taking aerial flights the interest and spirit in the unit have picked up 100%.

France Field, Cristobal, Canal Zone, March 18.

Everyone at France Field is very much excited over the baseball situation. Present conditions point to a battle between France Field and the Naval Sub Base for the championship. The local team is only one game behind the league leaders, and the next game, if won, will put us tied for first place.

The fighting spirit of the team and rooters is commendable. In Saturday's game with the 42d Infantry, the team got off the wrong foot, and the 42d put 5 runs across in the first two innings with no hits - everything went wrong. Rallies in the 3rd and 5th innings resulted in six runs being put across the plate and the game ended 6 to 5 for France Field.

Two veteran France Fielders, Lieuts. S. M. Connell and D. D. Watson, will leave for the States on the next transport, having completed a 3-year tour. It will be with deep regret that the Field bids farewell to these well-liked officers. It is suggested that anyone, ordered to duty in Panama, would do well to communicate with one of these officers for information as to the station. They will be on duty at Mitchel Field.

France Field, Cristobal, Canal Zone, March 18, Cont'd.

On March 10th, a 5-ship formation made a long cross country flight up the Pacific Coast. Landings were made at Aguadulce, Santiago and Las Palmas. One ship was completely wrecked while making a landing at Las Palmas. Both the pilot and passenger escaped with a few scratches and bruises. Aerial and ground pictures were made of the above named places and data collected for the historical records of landing fields of the Group Operations Office.

Four newly arrived officers, Captain Smith and Lieuts. Miller, Birn and Roullot, were part of the personnel of this flight. These officers were delighted with the country, the picturesque villages and inhabitants, the perfect landing fields and the trip as a whole. Major R. Walsh, Captain O. H. Quinn and 1st Lieut. John M. Clark completed the commissioned personnel of the flight. The round trip was over 400 miles.

Fairfield Air Intermediate Depot, Fairfield, O., March 28.

During the past six weeks, ending March 25th, the production in the Engineering Department consisted of 15 DH4B and one DH4B-P-1 airplanes and 53 Liberty 12A motors.

Captain E. E. Adler, in charge of the Property, Maintenance & Cost Compilation Department, spent from Monday to Wednesday in the Office of the Chief of Air Service in connection with supply matters.

The Martin Bomber, which was overhauled and repaired in record time, was successfully flight tested recently.

Work is progressing satisfactorily on the Orenco airplane which is being remodeled for a maintenance test to be run by the Compilation Department.

The DH4B P-1, which was constructed in the Engineering Department, is completely assembled and is ready for a final flight test. This ship is a special photographic ship, and is to be used for photographic purposes throughout the Air Service.

Hqrs. Eighth Corps Area, Ft. Sam Houston, Texas, March 20.

Hqrs. Eighth Corps Area was honored with a visit by the Chief of Air Service on March 10th and 11th. General Patrick, after a conference with the Commanding General and the Air Officer, inspected all Air Service activities in the vicinity of San Antonio.

The Commanding Officer, Ellington Field, is planning a coup de grace that will make project B look like a 1492 model. Armed with cute little 17-pound hand grenades, the intrepid pursuit pilots will attack and dispose of one wooden sailing vessel, probably the flagship of LaSalle's Expedition. Lacking facilities for radio control, and with pine flooring in lieu of armor plate, the good ship "Barnacle" will probably suffer an ignominious end after many victories against pilots on the high seas in the halcyon days.

Rockwell Air Intermediate Depot, Coronado, Calif., March 17.

Very frequently these days, the commanding officer, Major S. W. FitzGerald, is seen in the air in a nifty looking little SE5, which he claims is the "slickest" thing with wings. The Major has made several trips to March Field recently in the little bus. The trips were made in regard to the transfer of March Field property to this station, upon the closing of March Field which is expected in the near future.

Captain R. G. Ervin, who is Commanding Officer of the 18th Squadron and also one of the best polo players in the Army, is at present trying to obtain ponies and organize a polo team among the officers at Rockwell Field. Private Marshall of the Squadron, an "ex-jock" and an excellent horseman, is aiding Captain Ervin in training his present supply and keeping them in good shape. In view of the fact that the available issue of ponies for Air Service officers is far from adequate, Captain Egan and Lieut. Webber, Engineering Officers of the Depot, are having some "ponies" built which can be used for preliminary practice and training. The "ponies" are built of wood and are to be equipped with saddles,

Rockwell Air Intermediate Depot, Coronado, Calif., March 17, Cont'd.

pneumatic wheels, handlobars and tail skids. When officers become sufficiently proficient on them, small wings will be added, and by that time it is thought that such officers who are still on this side of the "Great Divide" will be "some polo players".

Mrs. Hine was hostess at the Bridge Tea Thursday afternoon, and everyone had an enjoyable time. Lieut. Hine was supposed to help out, but, as usual, he got mixed up with the bachelors and was late.

Master Sergeant Cobin of the 18th Squadron, who was a civil engineer previous to his military experience, has just signed up for another enlistment. He has also received his appointment as 2nd Lieutenant in the Officers Reserve Corps at Large.

Duty Sergeant Parshall, Q.M.C., who has put ten years in the service, claimed his discharge and "reupped" immediately.

Monroe Reynolds, Ex-1st Lieutenant, and discharged as Staff Sergeant from the 84th Squadron three years ago, reenlisted Wednesday as Staff Sergeant in the 18th Squadron (Observation). A total of six men were enlisted for the 18th Squadron during the past week. About forty new men will be needed between now and the first of July, in order to bring the squadron up to full strength by that time. The enlistment periods of a number of the men will be over within the next few months, and many of them signify intentions of returning to civil pursuits.

The following incident took place the other night during the customary rounds of the Officer of the Day:

In the Dark.

Scene: Somewhere on Rockwell Field.

Time: About 2:00 a.m.

Weather: Windy and cold.

Guard walking post (shouting very loudly): "Halt! Who's there?"

O.D. halts and answers loudly: "Officer Day!"

O.D. waits long time for guard's reply, gets impatient and shouts:

"What d'ye say next?" No answer.

O.D. waits another interval and shouts a little louder: "What d'ye say next?"

O.D. waits another long interval, gets no reply, and shouts still louder:

"What d'ye say next?"

The poor guard, who was almost shaking to pieces by this time, managed to reply: "Sir, sir, I-I have an impediment of speech and could not answer."

Kindley Field, Fort Mills, P.I., January 20th.

The Inspector General made an inspection of all organizations, grounds, records and personnel of the field on January 24th.

On Wednesday, while preparing the balloon for flight, the cable broke, allowing the balloon to start off on a cross country flight without a pilot. Private Pihlman, of the 17th Balloon Company, was carried aloft. He jumped from about twenty feet and was severely injured by the fall.

Lieut. Charles M. Leonard has been transferred from this field to Air Park No. 11 at Camp Nichols, Rizal.

Lieut. M. S. Lindgrove, formerly commanding officer of the Kindley Field Branch, Philippine Air Depot, resigned his commission and is returning to the United States via the Suez Canal.

Captain Doty, P.S. Quartermaster at Kindley Field, was ordered to Sternberg General Hospital, Manila, for treatment.

Orders have been received from Hqrs. Philippine Dept. directing that all men whose foreign service tours have expired be returned to the United States. This order will take about thirty men from the squadron, (2d Obs.).

Hqrs. 3rd Squadron (Pursuit) Camp Claudio, Rizal, P.I., Jan. 28.

All officers with their ladies and friends turned out on the evening of Thursday, Jan. 27th, for the ball given by the Casino de Espana (Spanish Club) of Manila. The affair, which is an annual one, is considered one of the social events of the season. The typically Spanish Club, with its decorations fashioned after those of the mother country, and scintillating with light sparkled and

Hqs. 3rd Squadron (Pursuit) Camp Claudio, Rizal, P.I., Jan. 28, Cont'd.

resparkled from a myriad of crystals, was filled to capacity with the Who's Who, not only of the local Spanish colony but of the civil government, and particularly of the Army and Navy. Three orchestras allowed no intermission between dances. Buffet supper was served that would satisfy the penchant of an epicure. No ingredient was omitted from as lavish an affair as most of us have soon short of the Inaugural Ball.

Current operations have continued under Coast Defenses of Manila and Subic Bays, with a total of 25 flights and 26½ hours flying time for the week. Ground instruction between regular observation flights has been pursued, supplemented by simulated flying problems in the immediate vicinity of the field.

Headquarters Camp Nichols, Rizal, P.I., Jan. 30.

The ground in the vicinity of this post is at last taking on the semblance of a landing field for which it is intended. The tree stumps are being pulled and hauled away, and the work of filling and grading is being carried on. It is contemplated that this field will be completed by the middle of February. Steel for the hangars to be erected at this field is on the grounds and the work of erection is expected to commence at an early date.

The Philippine Air Depot is concentrating all supplies for storage and issue at this field, and when the proper facilities for storage are furnished the branch depots at Kindley Field and Clark Field will be discontinued entirely. All issues and major repairs and maintenance work will be done at this field.

The 6th Photo Section has been transferred to this post from Clark Field, and at the present time the personnel of same is virtually engaged in the work of erecting a photo hut on the grounds for the use of that detachment.

A crew from this post is now engaged in the work of completing the setting up of two P-5-L flying boats recently taken over from the Insular Government.

During the past week Captain Lafferty and Lieut. Bettis made a trip by automobile to Camp Wilhelm, Lucona, 140 kilometers south of Manila, for the purpose of making arrangements for the maintenance of an outpost flying field at that place.

Lieut. Charles M. Leonard and family have arrived at this post from Kindley Field for station. Lieut. Leonard has been appointed Post Adjutant, relieving 1st Lieutenant A. E. Davison, P.S.

Captain Hammond and a detachment of onlisted men from the 9th Cavalry, Camp Stotsenburg, are temporarily stationed at this post during the polo tournament now going on in Manila.

The 11th Air Park receives 26 recruits from the States on the next transport.

Crissy Field, Presidio of San Francisco, Calif., March 23.

Five DeHavillands from Crissy Field, piloted by Captain Herold and 1st Lieuts. Benton, Patrick, Maxwell and Goldsborough, flew formation over San Francisco Bay on Sunday, March 12th, as part of the program of San Francisco Aerial Day. This year marks the seventh annual observance of Aerial Day, which was inaugurated by Miss Lillian Gatlin, of San Francisco, as a tribute to the mothers of those aviators who have made the supreme sacrifice in order to advance the science of aviation. That San Francisco appreciates at how dear a price aeronautical progress has been purchased was eloquently attested by the attendance of over 10,000 persons at the exercises on Aerial Day - persons who, by their presence, silently acknowledged their debt to the men who voluntarily gave up everything in order that aviation might be justified.

Crissy Field extends a cordial welcome to 1st Lieut. William R. Sweeley, who reported here for duty from the Philippines, but who left on sick leave so soon thereafter that we didn't have an opportunity to say "Howd'y", much less become acquainted. Lieut. Sweeley returned from his leave to take up his regular duties with us on the 14th of this month.

The post in general, and the 91st squadron in particular, are happy to welcome back from a three months' sick leave Captain Lowell H. Smith, commanding officer of the 91st. The vigor and enthusiasm with which Captain Smith is attacking his work since his return to duty with the 16th prove that his well-earned

Crissy Field, Presidio of San Francisco, Calif., March 23., Cont'd.

vacation achieved the purpose of any well spent period of recreation, to wit: the replenishing of one's store of "spizzerinktum" (long for "pep" - this for the uninitiated) and the renewal of one's appreciation of the joy of work.

The "luck of the Irish" descended upon Major H. H. Arnold, Corps Area Air Officer, on St. Patrick's Day, March 17th, when he emerged victorious from a golf tournament held under the auspices of the Presidio Golf Club in which 111 contestants were entered. As a reward for his "driving" ability, Major Arnold is the justifiably proud possessor of a very beautiful silver loving cup, the tournament trophy, which was presented by Mr. M. M. O'Shaughnessy, City Engineer of San Francisco. Congratulations, Major Arnold!

We are very glad to have back amongst us from his enforced "vacation" Lieut. Catlin, who was an unwilling "visitor" at Letterman General Hospital for two or three weeks. Lieut. Catlin says that next to home there's no place like Bachelor Quarters, Crissy Field.

Major Arnold and 1st Lieut. A.G. Liggett made a cross country flight to Cappay Valley, a miniature Utopia in the Coast Range Mountains, about one hundred miles from here. Both reported a very successful and pleasant trip.

Early Saturday morning the field was astir anticipating the arrival of the 23rd Squadron from March Field. Under the command of 1st Lieut. Harold Brand, the squadron, 93 members strong, arrived here early in the forenoon for a 48 hours' stop-over en route to the Hawaiian Department. The enlisted strength of the squadron was brought up to its full quota before sailing by the addition of those members of the 23rd who have been attached to the 91st Squadron pending its arrival here. The 23rd passed a very satisfactory inspection at Crissy. It is an organization of which the Air Service may be proud. The men comprising its officer and enlisted personnel are of a fine calibre, and the morale of the organization is high.

Crissy Field was well represented at the Flying Circus held at Mather Field Sunday, March 19th, for the benefit of the War-Relief and Soldiers' Welfare Fund. Major H. H. Arnold, Major Geo. H. Brett, Captains A. W. Smith and Lowell H. Smith, and 1st Lieuts. Liggett, Halverson, Benton, Selff, Patrick, Post, M. Maxwell, Kiel and Goldsborough were among those who flew to Sacramento to attend. Lieuts. Benton and Goldsborough participated in the flying activities by demonstrating aerial combat.

Among the past week's visitors at the field were the following: First Lieuts. Stanton T. Smith, Russell H. Cooper, Clarence C. Wilson, Eugene T. Eubank, H. W. Sheridan, J. E. Adams, C. P. Prince, H. A. Moore, Ross C. Kirkpatrick, and J. E. Adams. Nearly all of the above officers are assigned to duty in either the Philippine or Hawaiian Department.

Old "Sol" having returned from a few weeks' vacation, flying activities at the field are again a-hum, for which we're all "highly" grateful.

VOL. VI AIR SERVICE NEWS LETTER NO. 12  
 Information Division April 26, 1922. Munitions Building,  
 Air Service. Washington, D.C.

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

FOR RELEASE April 29, 1922.

UNTIMELY DEATH OF SIR ROSS SMITH

Fate continues to deal very unkindly with the most prominent airmen in the flying fraternity, taking away from our midst men who have performed exploits which will send their names down in history for generations to come. What is this cruel destiny which overtakes these daring and foremost pioneers in the realm of flight? Is it possible, we wonder, that Dame Nature, never having intended that man should emulate the winged creatures of the air, has formed an alliance with the Grim Reaper and wreaks vengeance on those who have done the most to defy her? The shadowy old man wielding the scythe has added another notch to the handle of his legendary weapon by cutting down that daring, resourceful and enterprising British airman, Sir Ross Smith, famous for his wonderful flight from London to Australia.

Sir Ross had virtually completed preparations for his flight around the world, which he had planned to make, starting in May, in stages averaging 500 miles, proceeding from the Croydon Airdrome in London along the same route he followed on his flight to Australia as far as Rangoon; thence to Tokio; thence up to the northern extremities of the Japanese Empire, crossing the Pacific to Alaska, via the Aleutian chain of islands; then crossing Canada to Newfoundland; and from there crossing the Atlantic, either in a direct flight or via the Azores, depending upon the circumstances at that time.

Sir Ross was making a preliminary flight in his Vickers "Viking IV" plane, with which he had contemplated making his record-breaking flight but, as the Scotch Poet, Robert Burns, so aptly said: "The best laid schemes o' mice and men gang aft a-gley". The machine he was piloting fell into a spin and crashed to the ground, resulting in his instant death as well as the death of Mr. Bennett, his mechanic, who had accompanied him on his flight to Australia. Thus, it was not fated that Sir Ross should realize the ambition he had so fondly cherished.

The death of Sir Ross Smith recalls to mind the untimely demise of other famous airmen before him who had performed noteworthy feats in aeronautics. In the early aviation days in this country, Galbraith P. Rodgers, the first airman to cross the United States in an airplane, a task which he accomplished between September 17th and November 5th, 1911, covering 4,017 miles between New York City and Pasadena, California, was killed on April 3, 1912, at Long Beach, Calif., while making an exhibition flight. The British Aviator Harry G. Hawker, the first man to attempt a flight across the Atlantic Ocean in an airplane, was killed on July 12, 1921, while flying over Hendon Field, London, England. Captain John Alcock, of the British Royal Air Force, who with Lieut. A. W. Brown successfully crossed the Atlantic ocean on June 14, 1919, died a few months later as a result of an airplane accident in France. Lieut. W. D. Coney, of the U.S. Army Air Service, who made a record-breaking flight across the United States in 22 hours and 27 minutes actual flying time in February, 1921, met his death shortly afterwards while attempting the return journey from Jacksonville, Fla., to San Diego, Calif.

The above named are only a few of the famous airmen who performed prodigious feats in aeronautics only to lose their lives in their endeavor to further the progress of that science.

While it is quite likely that the project of circling the globe in an airplane will now be deferred, we feel that the venture is too alluring and too great a prize to be neglected for any great length of time, and we venture to state that at no distant date some other daring and enterprising airman will come forth and startle the world by his accomplishment of this wonderful exploit.



THE BLUE SKY TRAIL ✓

By Lieut. Art. Pierce

There's golden trail to the setting sun  
along the azure sky,  
Where endless miles of fleecy clouds  
go gently sailing by  
While sunbeams paint in crimson hue,  
each grotesque shape and form  
And rainbows blend into the midst, false  
harbingers of storm.

There's race of men who laughingly go along  
the danger trail,  
Who navigate the upper air, as the sea is  
done by sail,  
Who battle its tumultuous storms and win  
through fog and snow,  
Pioneering their tiny craft where the trails of  
man may go.

When evening shadows overspread and the  
twinkling stars unveil,  
A few of these will venture forth who love  
the Blue Sky Trail,  
The Glory Trail that I shall travel, till  
the wings drop off the plane,  
Till the hinges creak and buckle, and I work  
the stick in vain.

When I drop in a yellow flare, a streak in  
the noonday sky,  
Pray shed no tear in mourning, and heave no  
bitter sigh,  
Just gather up whatever remains, ashes of  
limbs, or body or brains,  
And take me aloft on the golden trail, where  
the God of sunset reigns.

When the clouds have a crimson hue and night  
is beginning to lower,  
Drive me through the gateway, on the Blue Sky  
Trail once more,  
Then sprinkle me over the Western Front, the  
hallowed fields of fame,  
Turn me loose, on the Blue Sky Trail, and tell  
them I "died game".

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NEW AIRSHIP CLASS AT LANGLEY FIELD

Due to the fact that the last Airship Class at Langley Field, Va., was nearly wiped out as a result of the ROMA tragedy, the next class is being pushed forward, and it is now expected that it will commence operations on April 24th. This class will be composed of ten officers. Every effort is being made to supply the present deficiency of airship pilots so that the tactical development of airships may be proceeded with.

## THE FASTEST AIRSHIP IN THE UNITED STATES

The loss of the "Roma" created quite a void in the big lighter-than-air hangar at Langley Field, Va., and, to compensate for the loss of the giant dirigible, an English "Mullion" type airship was inflated about three weeks ago and has since been operated quite extensively. It is being used for the training of cadets in the piloting of two-man control airships.

The "Mullion" type airship was developed by the British in 1918 for use as a short range coastal patrol ship. It is fitted with two 75 h.p. Rolls-Royce "Hawk" engines, mounted above the stem of a streamlined car and driving pusher screws. The envelope has a capacity of 100,000 cubic feet of buoyant gas, and measures 165 feet in length, 49 feet in height and 35 feet, 6 inches in diameter. While the theoretical full cruising speed is 57.5 miles per hour, the airship officers who have flown this ship at Langley Field state that it is the fastest airship in the United States today. On several occasions it is claimed that a speed in excess of 61 miles per hour has been achieved.

This ship is very trim and neat in appearance, and offers considerably less resistance to the wind on account of the construction of suspensions, and the shape of the bag itself. It has the customary two ballonets and trims very nicely. It is reported, however, that the directional controls do not function as decisively and promptly as would be desirable. This is no doubt due to the fact that there is no top tail surface. All directional stability is taken care of by a lower tail surface to which the rudder is attached, and this results in a slight amount of rolling. On altitude control the ship behaves excellently and promptly. The car is light and well designed. Four or five passengers can be carried, although she functions better with only four passengers.

Shortly after the Armistice the War Department purchased several of this type of airship. The first one was inflated at Langley Field in 1919, but was destroyed when the temporary hangar blew down. Since that time A, C and D type of ships have been operated for experimental purposes, and this is the first time a "Mullion" has been put in the air.

The "Mullion" is also called the "S.S.T.", which stands for "Submarine Scout Twin", being motored with two engines. This type of airship performed flights of considerable duration for the British Navy and were used for locating and bombing of submarines. Quite a few German submarines were destroyed through the agency of this airship.

## NATIONAL FLYING MEET, APRIL 30TH.

More than sixty airplanes have already been entered in the first of the national flying meets sanctioned by the Aero Club of America and the Aeronautical Chamber of Commerce, which will be held at Curtiss Field, Garden City, L.I., New York, Sunday, April 30th.

The Rotary Club of New York is supporting the event, which is designed to show the progress made in the development of American commercial aircraft during the last six months. Many new types will be flown in the various exhibitions and contests, which include races, speed trials, parachute jumping, efficiency and performance tests and passenger carrying. The Rotarians will have a special section reserved for them and their friends. It is the first of a series of such flying meets to be held throughout the United States this year to demonstrate to the business and professional public the peculiar qualities of the flying machine in speed and economic operation.

In its announcement of the flying meet, the Aeronautical Chamber of Commerce points out that "while 275,000 persons traveled by air in this country last year - by far a larger number than in all Europe - the airplane is a difficult machine with which to demonstrate. Instead of driving up to his front door and inviting the business or professional man to take a ride, as is the custom with the motor car salesman, the man who would demonstrate an airplane must first get his audience out to the flying field where he can provide a close-up of the machines in actual operation." Through the courtesy of the Curtiss Aeroplane & Motor Corporation, their field has been made available for the New York meet, which is the first of its kind to be held.

"With the co-operation of the Rotary Club and other organizations," reads the announcement of this Meet, "it is hoped to put before the traveling and transportation public this year free aerial exhibitions which, because of the large scale with which they are presented, cannot help but convince the average person that flying is a practical method of travel. It is believed that the meet at Curtiss Field April 30th will be as instructive as it is entertaining."

#### A NEW COMMERCIAL AIRWAY

The Aero Club of Monmouth, Ill., will inaugurate the first commercial airway west of Chicago. This will be on the Chicago - Kansas City route, and will be operated by the Curtiss Iowa Aircraft Corporation of Fort Dodge, Iowa, which concern maintains a unit at Monmouth. The service will be commenced with a new 4-passenger ship of the monoplane type, which is rated as four place and pilot, or pilot and one thousand pounds of express.

The Aero Club of Monmouth intends to hold an aerial meet at Monmouth on June 15, 16 and 17.

#### FLYING CADETS COMPLETE TRAINING

The entire class of flying cadets assigned to Mather Field, Mills, Calif., completed their flying training and will receive commissions in the Reserve Corps, viz:

James C. Ayers  
Walter A. Archer  
John M. Barnes  
Donald M. Cornell  
Paul M. Conner  
Robert J. Clohecy  
John R. Rand

Sidney C. DuBose  
Clarence A. Gilbert  
Lloyd L. Hefling  
Clinton E. Herberger  
Guy F. Hix  
Theodore R. Howe  
Max M. Sternberg

Iver Igelsrud  
Andrew J. Marincik  
Ive McKinney  
John C. McGinn  
Leo L. Mellon  
Earl C. Pierce  
Arthur L. Smith  
Donald A. Templeman

Of this class, Cadets Hefling, Igelsrud and Ayers took the examination for appointment as 2nd Lieutenants, Regular Army, at the Presidio of San Francisco. The results of their examinations have not yet been determined. By their behavior and application during their training they have each proven that they would be the sort of officers needed in the Air Service.

#### A LECTURE ON METEOROLOGY

The command at Mather Field, Mills, Calif., was treated to an interesting lecture on forecasting, meteorology, aviation and sundry subjects, delivered by Mr. Thomas R. Reed, of the San Francisco Weather Bureau. Mr. Reed's work in meteorology has been wide and varied. Added to this knowledge is his experience as an aviator with the French and American forces during the war, making him an authority on the subject as applied to flying particularly. His talk was of absorbing interest to his audience, and the information gained will be of great assistance to each flyer.

#### FAST TIME BETWEEN KELLY AND ELLINGTON FIELDS

A report from Ellington Field, Houston, Texas, is to the effect that, so far as known, the fastest cross-country flight between Ellington Field and Kelly Field was made by Lieut. R. T. Aldworth in an MB3 on April 1st. The duration of the flight westward was one hour and 23 minutes (151.8 m.p.h.) while the return flight against a somewhat higher wind was made in one hour and fifty minutes (114.5 m.p.h.). The distance between these two stations is 210 miles.

### SPADS AND MB3's AT ELLINGTON FIELD

The 1st Group (Pursuit) at Ellington Field is rapidly being equipped with Spad and MB3 planes. It is planned by the 15th of April to have enough MB3's assigned to the squadrons to equip each officer of the Group with a plane in preparation for the forthcoming annual tactical training operations to be conducted during the latter part of June.

### ARCTIC EXPLORER VISITS BOLLING FIELD

Captain Amundson, the Arctic Explorer, with Mr. John Larsen and party landed at Bolling Field on March 30th. Captain Amundson expects to use one of Mr. Larsen's planes on his contemplated trip to the North Pole. After transacting some official business in Washington, the party returned to New York. The plane was piloted by Mr. Lewis, an old civilian employee of the Air Service, and now on leave from the Post Office Department.

### READY TO TACKLE FORESTRY PATROL

In the event Forestry patrol is authorized for this season, there is not a man in the 91st Squadron at Crissy Field who will not be eager for this duty which, by the way, is not strange, considering their phenomenal ability to make "smokes" disappear. The Squadron's radio department will be ready. Eight enlisted men have been enrolled in the Signal Corps Radio School being conducted at the Presidio, where they will receive a thorough course in operation and maintenance of radio. Two experienced radio operators are now on duty with the Post Radio Department, and the ships of the 91st are rapidly being equipped with newly overhauled equipment. The pilots and observers are receiving practical instruction by being required to work with the home station while on flights.

### A NEW HOSPITAL AIRPLANE

The JN6HG airplane, which was remodeled at the Fairfield, O. Air Intermediate Depot into a hospital ship, has been completed and, as soon as weather conditions permit, it will be flight tested. From all reports, this is the first airplane of this type that has ever been manufactured. A special litter, constructed in the fuselage and easily accessible by swinging lids, makes a very desirable airplane for the purpose of transporting injured persons. The physician or attendant is provided with a cockpit immediately in front of the litter and just back of the pilot's cockpit facing the tail surfaces. It is so situated that at all times the physician or attendant is able to observe the patient through a window which is cut in the fuselage. This type of ambulance airplane is a decided step forward in transporting injured persons by airplane.

### NIGHT FLYING IN THE PHILIPPINES

Lieut. R. Baez, Jr., gave the garrison at Clark Field, Pampanga, P.I., and not a few visitors, a thrill on Friday night, February 17th, when he made a night flight for the purpose of testing out the new flood lights recently installed on the hangars for emergency use. Lieut. Baez remained in the air for an hour, during which time he flew over the encampment of troops located several miles northeast of the field and Camp Stotsenburg proper. A perfect landing was effected, but due to the rough field a shock absorber was broken, without mishap, however.

### LEARN TO SHOOT

The personnel at France Field, Panama Canal Zone, under the command of Major Raycroft Walsh, Air Service, believe that it is a wonderful thing to be able to shoot and shoot straight. We have just received a copy of the program

of the first Shoot of the France Field Rifle and Pistol Club, held on March 24th last.

Approximately 50% of the enlisted strength of the command and all of the officers are members of this Club.

The medals for the Expert Class, and Class 1 and 2 were identical as regards value, and gold medal winners are automatically advanced to the next higher class. When sufficient winners of the expert class are available, a fourth class will be instituted in which they may compete. The interest shown by the men in this competition promises well for the future, and was far removed, indeed, from the perfunctory interest which is only too often displayed in organizations where extra pay is not to be gained by proficiency in small arms practice.

To Warrant Officer H. Billingsley is due the credit for this idea and for the practical results secured to date. In December, ten per cent of the command qualified as Expert Pistol Shots, with a correspondingly large percentage qualifications in the other classes. The well laid out pistol range with four steel targets for practice firing was constructed by the joint efforts of Mr. Billingsley and 1st Lieut. F. P. Albrook, A.S.

#### AGRICULTURAL EXPERIMENTS AT KELLY FIELD

Prof. J. G. Butler, of the Department of Agriculture, made flights on March 27th and April 1st, from Kelly Field, with Lieut. F. P. Booker as pilot, in connection with some experiments he is conducting with a view to determining the origin of the spore of wheat rust in this country. The flight on March 27th was made in a DH4-B and the one on April 1st in a JN6H. It is the belief of the officials of the Agricultural Department that the spore of this parasite travels in the upper air from Mexico, and possibly Central and South America. Plates with a mucus substance on one side are mounted on a rack on the wing, and by shutter arrangement are exposed from a control in the rear seat, whenever desired. Exposures were made at every 500 feet up to 3,500 feet with much success. In this experiment the JN6H was more satisfactory than the DH4B, the air stream of which prevented the shutters from closing again.

#### SYMPATHY FROM ARGENTINA ON THE "ROMA" DISASTER

The American Naval Attache at Buenos Aires, Argentina, received on March 1, 1922, the following letter from the President of the Naval Club at Buenos Aires:

"Buenos Aires, Feb. 23, 1922.

Captain David French Boyd,  
Naval Attache, U.S. Embassy.

With great sorrow I note in the Buenos Aires papers the catastrophe suffered by the dirigible 'Roma'. The material loss together with the loss of the crew has made this accident so sad a one that I and the members of the Centro Naval extend our profound sympathies for the grief that has befallen your country.

(Sig.) M. Domecq Garcia  
President."

A. Lopez,  
Secretary.

This note was answered as follows:

"Vice Admiral Manuel Domecq Garcia,  
President of the Centro Naval.

I acknowledge with gratitude the kind expressions of sympathy extended by the President and the Members of the Centro Naval relative to the sad catastrophe which befell the dirigible 'Roma' and her crew. I shall take much pleasure in informing my superiors of your kind expressions.

(Sig.) David F. Boyd,  
Naval Attache, American Embassy."

#### EXHIBITION OF NAVAL AVIATION IN GENOA.

The "Societa Anonima" of Commercial Transport in Genoa has organized a

great exhibition of Naval Aviation that will take place in Genoa about the end of April on the occasion of the World Conference. The exhibition consists of three races. There will be a trophy of great value to the winner of each race, in addition to large prizes in cash. The proceeds derived from this Exhibition will be turned over to the Administrations of Civilian Hospitals in Genoa, with the exception of a contribution to be divided among the Emigration Institute and the Italian Sportive Newspaper Association. The races will consist of:

Trophy of the Chamber of Commerce of Genoa, reserved to commercial planes (Series C) cabin - Flight: Genoa - Port Torres - Genoa (800 km.)

Province of Genoa Trophy - reserved to observation planes, and it will take place on the circuit of Genoa-Rapallo-Savona-Genoa; three consecutive times (about 450 km).

City of Genoa Trophy, reserved to Pursuit Planes and will consist of proofs of aerial combats and acrobatic stunts.

Groups of airplanes belonging to the Navy will compete for the City of Genoa Trophy.

The conduct of the above mentioned races will be governed by the general regulations issued by the War Ministry in regard to "Italy's Great Trophy".

"The exhibition of Genoa" will be of great importance, because it will take place under exceptional circumstances during the stay of the representatives of all nations meeting in Genoa for the Economical World Conference.

#### AIR RACE OF LORETO, ITALY

The Contest Committee of the Loreto Races announces that the following events will take place this year:

August 14th - (a.m.) Madonna of Loreto Trophy, for groups of Airplanes and Seaplanes, reserved to the pilots of the Royal Army and Navy.

August 14th - (p.m.) Circuit of the Marche (about 250 km.) Throwing of messages, landing contest, etc.

These races are open to all Italian pilots, military and civilian, and airplanes and seaplanes of Italian construction.

On August 15th an official ceremony will take place with political and religious authorities present, and aviation representatives of foreign countries. At this time also the awards will be made to the winners of the different races.

The Committee will announce, as soon as possible, the detailed program of the different races; in the meantime they extend an invitation to Aeronautical Associations and constructors and owners of planes to prepare themselves now for the great exhibition.

In the meantime the Committee is gathering the numerous and large prizes, in cash and in articles for the contestants.

#### AIR SERVICE TO ATLANTIC CITY

Regular daily air service between the Ritz-Carlton Hotels in New York and Atlantic City will be inaugurated in a few days. According to C. N. Reinhardt, who is in charge of the arrangements, passengers desiring to travel by air from New York to Atlantic City will have the choice of land and water routes. Five and ten passenger planes will be used. Eventually, the regular service may be extended to Washington, Philadelphia and other cities. Bookings already have been made at the Ritz-Carlton in New York. - Aerial Age.

#### COMMERCIAL AVIATION SHOWS SIGNS OF ANIMATION

The organization of the Commercial Aeronautical Association of the 7th Army Corps Area presents tangible evidence that America is awakening to the possibilities of commercial aerial navigation. At a convention of this Association held at Sioux City, Iowa, March 27th to 29th, the various speakers expressed the belief that the other eight Army Corps Areas will soon follow in the footsteps of the 7th.

The constitution of the Seventh Corps Area Association provides that the organization will foster and develop aeronautics, both commercially and scientifically, first by bringing about the establishment of uniform landing fields in the 57 leading cities of the area; cooperate with the other corps areas in promoting the establishment of a transcontinental air system and auxiliaries,

and work with the war and navy departments in establishing an aerial defense for America, as well as to develop a citizenry trained in flying.

Resolutions adopted by the convention embodied the policy to be pursued by the new organization. It will seek affiliation with the Aeronautical Association of the United States of America following the organization of that body at the convention in Detroit in September. The new body announced its intention to cooperate with city, state and national governments to promote aviation; urged Congress to expedite the passage of the Wadsworth-Hicks bill; asked that the aerial mail service be supported with adequate appropriations, and that the national government adopt a liberal policy toward aviation that will enable America to take the place it deserves in the flying world.

#### AVIATION ACTIVITIES IN MASSACHUSETTS

There is every likelihood that a landing field will be established in the City of Boston, if the efforts of a progressive organization like the 101st Aero Squadron, Massachusetts National Guard, count for anything. This squadron was federally recognized November 18, 1921, and was inspected for permanent federal recognition March 3, 1922. Rooms have been assigned to house the squadron at the South Armory, Boston, and a drill period is held there every Friday night from 7:30 to 9:30 p.m. Some of the officers and non-coms give Monday evenings to squadron affairs, and spend other time at the armory also.

Of the commissioned personnel of the squadron, the following have been assigned to regular duties:

Major Charles H. Woolley,	Commanding Officer
2d Lt. L.E. Boutwell,	Adjutant and Supply Officer
2d Lt. H.N. Carlson,	Engineer Officer and Officer in Charge of Instruction

The strength of the squadron on April 8th was 12 officers and 67 enlisted men. The officers enumerated above are the only ones so far assigned to special duties. Noncommissioned officers have been appointed to act as such until June 1st, when examinations will be held for permanent appointments.

Under the direction of Lieut. Carlson, a schedule of instruction has been prepared and closely followed. Assembly is at 8 p.m. About half of each period is given over to basic training, such as infantry drill on the armory floor. The remainder is devoted to technical training. The enlisted men have been divided into sections for technical training, each section pursuing its assigned specialty of rigging, engines, ordnance, etc. Usually, on alternate Fridays the sections meet as a whole for a group lecture, the squadron being especially fortunate in having secured the voluntary services of Prof. E. P. Warner, of the Dept. of Aeronautical Engineering, Massachusetts Institute of Technology, who is delivering regularly a series of lectures to them.

Aside from uniforms, office furniture, and a few items of school equipment, the organization is still unequipped to function as a squadron. It's requisitions for flying equipment may be approved, but deliveries must wait until the State provides an airdrome. Until then the flying activities of the squadron will be confined to occasional hops by some of the officers in planes of the A. S. Detachment at Framingham.

The problem of securing a landing field and suitable housing facilities for its equipment is the chief concern of the squadron to-day. It has combined efforts with the Corps Area Headquarters, the Chamber of Commerce of Boston, and the various aero clubs and interested individuals who are behind a bill now before the State Legislature which provides for the construction of a municipal landing field in East Boston which is to be leased for a ten year period to the Federal government for a nominal rental, the field to be used jointly by military and civilian planes, though under Federal supervision. The bill specifies an expenditure by the State of \$35,000.00 to level and prepare the runways. Ground adjacent to that leased to the Army is to be leased to civilian and commercial fliers for hangars and shops, and it is hoped that the establishment of this field will lead to the extension of the transcontinental Air Mail service from New York to Boston. The proposed field is within two miles of the Boston Post Office. This East Boston site has exceptionally favorable characteristics for a municipal airdrome from the standpoint of convenience of location, freedom on all sides from obstructions, availability (the whole property is state-owned and at present is lying idle), and its conspicuous position in the harbor making

it easy to locate from the air. In addition, being surrounded on three sides by water, it will be available for seaplanes.

The landing field bill has been favorably reported by the Committee on Public Lands. It is now before the Joint Committee of Ways and Means. One hearing has been held. The latest advice concerning its progress in this Committee is to the effect that they are waiting for a definite proposal from the War Department stating exactly what the Army will furnish this airdrome in the event that the bill is passed, and exactly what the cost will be to install and maintain hangars and shops, etc., for the National Guard. When the Committee receives more definite figures concerning the State's share of the expense, it will undoubtedly come to a decision on the bill. The present indications are against an early report in favor of the bill should the Committee find out that the State will have to spend much more than the \$35,000 first asked for to be spent on the runways.

With regard to the social activities of the squadron, the Aero Club of Massachusetts gave a ball on February 24th, and donated half of the proceeds to the squadron fund. This donation amounted to \$638.26, and some contributions by the officers added to this has given the squadron fund a good start. This fund has been tapped to pay for coffee mugs, books, extra clerical work, and small administrative expenses. It is expected that the splendid interest and morale so far manifested by the personnel will increase with the approach of summer weather and lead to more social activities such as help to weld the organization into a "regular" body fostering good fellowship and loyal pride in themselves and in the army.

Athletics of some sort, including a baseball team, are contemplated for early inauguration.

#### RECRUITING BY RADIO TELEPHONY BRINGS RESULTS

It will be remembered that the News Letter of February 18th published the fact that Mitchel Field had adopted a novel plan of recruiting by radio telephone and had sent broadcast a message calling for enlistments for the various Air Service organizations at that station. As evidence of the fact that this method is effective, letters have reached Mitchel Field from far and wide in reply to this request for recruits. The latest response came from Buffalo, N.Y., in which an applicant for enlistment stated he had received information by radio telephone that Mitchel Field desired recruits for the Air Service. By this and other means, and the very active recruiting efforts on the part of the recruiting office at Mitchel Field, 28 recruits were secured for the Air Service organizations at that station during the month of March.

#### AND I LEARNED ABOUT FLYING FROM THAT

Here are a few timely remarks on the above subject by our correspondent at Clark Field, Pampanga, P. I., that are worth while pondering over and pasting in one's hat:

"In reviewing past News Letters, we happened to reread the letter entitled 'I learned about flying from that' of May 12, 1921, which sets forth the remarks of Lieutenant Bloom on his deathbed subsequent to an accident in which he side-slipped from low altitude while in a sharp turn, viz: 'Major, tell the boys if they want to play around to get their altitude first'. Most pilots will, on occasions, fly in a manner which is anything but conservative. The casual observer finds those who have no opportunity to keep their hand in, as well as those currently expert, cutting vertical banks at fifty feet altitude, or 'slipping 'er in' on one wing, or chandelling it off to the verge of a stall, or taxiing into another ship, on landing in the opposite direction from another plane, or turning back into the field in an emergency instead of landing ahead. Why don't we land straight ahead when she goes dead without altitude, and why do we perpetually run so 'close to the wind'? Why? Because - though not always - but in enough cases to cost the government thousands of dollars in personnel and equipment losses and to make hundreds of widows and orphans of our loved ones, we simply dislike to be the butt of such remarks when we finally land (if we're still conscious) as 'Thought we'd have to get the sky hooks out for you that time', or 'We had the biscuit gun all ready', or 'What's the matter with that bird? Why, he had enough room for landing to build a city in', and 'Yes, you say



you did, but what was that, an altitude test? Why can't we be content to leave the plain foolhardy stuff to the senseless few (thank goodness) who never will learn until it is too late and for whom there ought to be no room in the service?

A notoriety built on daredevilry is a hollow and cheap fetish. Sensible, consistent, sane flying, conservative within the requirements of our mission, yet fearless to that point, we believe ought to be meritorious, and criticism of the other fellow, founded on a logical and parallel basis, should be reserved for necessity.

NOTE: An important addition to aeronautical literature on this subject has just been released in circular form. It was prepared by the Engineering Division at McCook Field, and will be issued in full as an Information Circular.

## SQUADRON NEWS

March Field, Riverside, Calif., March 27.

Two recent events coming in fairly rapid succession have left this command in very much the same condition as the chicken which had just been run over by a Ford. We are, figuratively speaking, staggering around in the road, wondering what hit us and trying to lay a course for home. The first event was the departure of the 23rd Squadron, the second the arrival of General Morton.

On Friday, the 17th, the 23d Squadron (Bombardment) hoisted themselves, their families and belongings on board that leviathan of the southwest, the "Temecula Cannon Ball". Lieutenant Brand (after consulting the well known "Course and Distance Computer") gave the conductor the compass bearing and track to be followed. Lieut. Ballard signalled to pull out the blocks and, with the engine sitting prettily on all two, the whole works took off in the general direction of San Francisco. All that were left of us stood in the mud and waved goodbye while the Officer of the Day risked his life by firing a salute with a borrowed pistol.

Later, Lieut. Smith, accompanied by Captain Halverson, flew to San Francisco and saw the party shove off on board the BUFORD. Smitty reports that the BUFORD rolled considerably in the heavy seas kicked up by the tugs and ferry boats in the vicinity of Fort Mason, and that the ship seemed to vibrate considerably due, no doubt, to the speed with which the pumps were running. Captain Halverson, on the other hand, maintained that the BUFORD, belonging to the Quartermaster Corps, was not a fit subject for criticism by personnel of the Air Service and, besides, what in -- did an airplane pilot know about Quartermaster property anyway?

And so, it may not have been entirely accidental, when later on Smith and Halverson were flying back home, the former, in opening a bottle of milk, inserted his thumb too abruptly into the bottle, thereby obliterating the unsuspecting Halverson with a blast of cream. Smith states that for a moment or two Captain Halverson resembled something between Santa Claus himself and Aphrodite emerging, in her well known way, from the sea foam. Be that as it may, what we started out to explain was that the 23rd Squadron has undoubtedly left us.

The next event was the coming of General Morton, commanding the Ninth Corps Area, on a visit of inspection. Our service of intelligence broke down somewhat in this crisis, for our agents and operatives at Ross Field and Fort MacArthur failed to give us reliable data as to when to expect the General. It wasn't until Tonkin flew over to Ross Field, disguised as a defense counsel, that any reliable advance reports could be obtained and a definite plan of action adopted. When the General arrived on Friday, the 24th, his schedule permitted him only a very brief visit, and he left immediately after lunch. Whereupon (after the General's car had reached a safe distance) all of us whose departments had not been inspected became as brave as lions and tried to register disappointment. Captain Benny, the dental surgeon, allowed as how anyone inspecting his office would have to wear smoked goggles to avoid being blinded by the glitter. The O.I.C. Transportation and the Quartermaster emerged from under a flat car and dared anyone to inspect their departments. All of which can be summed up in that quaint and ancient Castilian expression - "Mucho toro".

Nevertheless, the week preceding the arrival of the General was one of considerable activity, and it is suspected that the health of Lieut. Tonkin has been permanently undermined by the demands made upon the adjutant for details totalling several hundred men to be supplied from a complement of some seventy-five.

And, as we said before, we are now in the act of picking ourselves up, dusting ourselves off and trying to navigate in the direction of safety.

Bolling Field, Anacostia, D.C., April 5, 1922.

Recruiting is again under full sway, with Captain Ray A. Dunn, A.S., at its head. We are expecting very good results. Competition is very keen among the organization commanders, as they all desire the best men, and it will be a very trying task to prorate the recruits.

Photo Section No. 3 is very busy at the present time filling requests for photos and making mosaics for the War Department. With the small detachment that Lieut. Kirksey (Photographic Officer) has, he is turning out the work, and deserves all the credit that he gets.

Bolling Field, Anacostia, D.C., April 5, 1922, Cont'd.

The quarters for the married officers are being rapidly pushed to completion, and the "Batch" officers appreciate this fact, as they will have some place to go at night instead of wandering on the railroad track trying to commute between this station and Anacostia.

The happiest event of the field was occasioned by the visit of "Judge Stork", who brought a little son, Raymond Aloysius, to Captain and Mrs. Ray A. Dunn, A.S. We expect to see the boy driving the Captain to work in the "Lizzie" before long.

The 99th Squadron (Obs.) gave a dance on March 17th, which was a success in every way. The recreation room was decorated with black and green streamers, with a few of St. Patrick's snakes scattered around. Everybody seemed to enjoy the affair. The next post dance is scheduled for April 7th.

The post baseball team is being organized at this station under the direction of Captain St. Clair Streett and 1st Lieut. Ramey. These two officers are very capable coaches, and they have declared their intention of having one of the best teams in the District. We hope that luck stays with them. The team is being piloted by the veteran manager Sergeant McCarthy. First Lieut. Harmon will take Captain Streett's place while the latter is on his extended trip for the Airways Section.

Captain Verner T. Scott, M.C., Flight Surgeon and Athletic Officer, is certainly the busiest officer on the station at the present time. He has just started to write a book entitled "Who said that?"

Mather Field, Mills, Calif., March 27.

Several changes occurred in the duties of the commissioned personnel of the field. Lieut. E. B. Bayley has been detailed as commander of the 9th Squadron (Obs.) due to Capt. W. M. Randolph, a recent arrival from Rockwell Field, having gone on sick leave for thirty days. Lieut. Bayley has also been appointed Operations Officer, relieving Lieut. F. S. Gullet, the latter officer having also been relieved as Engineering Officer by Lieut. G. A. McHenry.

First Lieut. Forest V. Bockey, Dental Corps, is the most recent arrival at the post from the Philippines. He was warmly greeted by others of the command who had known him in the Islands. Lieut. Bockey's services fill a most important and long felt need here as, except for occasional visits of dentists, it has not been possible for the members of the organizations to have their dental work accomplished without considerable expense.

Our total share of the receipts from the Benefit Aerial Circus held here on March 19th amounted to \$1595.35. Of this sum the Air Service Branch of the Army Relief Society received \$531.77, the Enlisted Men's Service Club and the Officers' Club receiving like amounts for their improvement and to cover other items of expense for which a fund was badly needed.

Mather Field is the headquarters for the National Air Service Branch of the Army Relief Society. At a recent meeting, some changes in the staff of officers were necessitated on account of transfers away from the field. The President, Mrs. B. M. Atkinson, remained in the chair; Mrs. E. B. Bayley was elected Treasurer and Mrs. A. E. Waller, Secretary. Of the Mather Field Section of the Society, Mrs. F. I. Eglin was elected President; Mrs. E. S. Norby, Secretary; and Mrs. G. A. McHenry, Treasurer.

On Wednesday afternoons and during the week end holidays, golf is becoming the chief theme of discussion, argument and entertainment here. The majority of the officers and their wives, some of whom already played, have been practicing up. Whether it is for an Air Service golf tournament or just for fun has not yet been decided, but whatever the reason, it is having a salutary effect on the golfers' health. They come back rosy and refreshed from their trips around the links. Through the courteous action of its committee, the Del Paso Country Club extended the privileges of the club to all officers of Mather Field, thus placing an excellent golf course at the disposal of the players.

Fairfield Air Intermediate Depot, Fairfield, O., April 8.

Much enthusiasm was manifested by the arrival of 6 DH4B airplanes from Chanute Field, Rantoul, Illinois. All the officers from Chanute Field were entertained by the officers from this station, and as a part of the program they were given a trip through the Engineering Department. Each officer expressed much

Fairfield Air Intermediate Depot, Fairfield, O., April 8, Cont'd.

interest in the work, and especially in the DH4B-P-1 Photographic Airplanes, which are now in the process of completion.

This station was honored on Wednesday with the presence of General Patrick, Chief of Air Service. General Patrick flew in from McCook Field and, after a brief inspection, left again for McCook Field.

Captain St. Clair Streett, from the Office of the Chief of Air Service, was a visitor at this station on April 8th. Captain Streett landed about 10:30 a.m. and left an hour later. He is making an inspection of landing fields on the various air lines in this locality.

The week's production in the Engineering Department consisted of 2 DH4B airplanes and 8 Liberty 12A motors.

Captain E. E. Adler, Officer in Charge of the Property, Maintenance & Cost Compilation Department, left March 31 for two months leave, and Captain S. A. Blair, Chief, Maintenance Section, is Acting Officer in Charge.

Mitchel Field, L. I., New York, April 1.

The Mitchel Field OBSERVER made its initial take-off on Saturday, April 1st. This publication is issued semi-monthly in the interest of the men stationed at Mitchel Field. The editorial staff is composed of one officer and five enlisted men. Each organization on the field is assigned a section of the paper, headed by its Squadron Insignia, and containing all news items, athletic and social activities of interest to the members of that organization. The first issue contained the roster of officers and organizations at the field, an editorial page, an Athletic section, and many illustrated cartoons, also photographs of the athletic teams and a half page photograph of Major General Patrick, Chief of Air Service.

The ladies of the post have set about organizing at this field a chapter of the Army Relief Society for Air Service. They are now canvassing the post for membership, and it seems assured that every officer on the post will respond to their call. These ladies are also formulating plans for raising necessary funds required prior to the establishment of a chapter at this post. It appears, judging from the interest being developed and the work being done that the organization of a chapter of this worthy Society will be easily effected at this field.

The officers of the field have organized a Tennis Club in connection with the Officers' Club. Courts are being repaired, equipment secured, and much enthusiasm is being developed among the would-be tennis stars. The club was to have opened with a series of games on the afternoon of March 29th, but a snow storm during the latter part of the week necessitated a postponement of the start.

The bi-weekly dance held on Thursday evening, March 23rd, was attended by a large crowd, including officers and ladies from surrounding army posts. On the whole, it was one of the most successful dances yet held in the Officers' Club. A committee of ladies of the post had provided elaborate decorations for the hall, in keeping with the season and the occasion. Invitations have been received by officers and ladies of Mitchel Field to attend similar functions at Fort Totten and other nearby army posts.

Ellington Field, Houston, Texas, April 3rd.

The regular monthly dance was held at the Officers' Club on Friday night, March 31st. The usual manifestations of excess of joy permeated the occasion from the start, gaining momentum as the evening wore on. Captain Hunter, in celebration of his impending departure on a leave, and Lieut. Getchell, mindful of his departure for Hawaii, assumed their customary roles as being the "life of the party". Many husbands now feel a short respite has been granted in which to claim a slight consideration in their homes.

Brooks Field, San Antonio, Texas, March 24.

In the balloon operations during the week, officers have been observing smoke bomb artillery problems.

Wednesday afternoon was turned over to recreation, and the personnel of the field, together with many visitors from San Antonio, gathered at the boxing ring in Hangar 11 to watch six very good bouts. The Kelly Field band furnished music between the bouts, and gave a concert in front of the Service Club at 6:30 p.m.

Brooks Field, San Antonio, Texas, March 24, Cont'd.

The Holland Bell Ringers furnished an enjoyable and novel program at the Service Club on Wednesday evening.

A dividend of \$266.50 was declared last Friday by the Post Exchange Council. These post exchange dividends are badly needed if the company funds can be expected to pay back to the Quartermaster the over-payment in rations made during 1920 and 1921. The Quartermaster has presented each company with a bill amounting to about \$1,000.

Many of the officers received their final typhoid inoculations on Friday.

Scott Field, Belleville, Ill., April 1.

Despite the rainy weather, work on the new hangar has progressed rapidly, and the framework of the north door is entirely completed, as well as that of the two north sections of the hangar itself. All of the material needed is now on hand and construction is booming.

First Lieuts. A. C. McKinley and A. H. Foster have been ordered to Langley Field, Va., for airship training.

The arrival of Mrs. C. G. Hall at the field was the occasion of a dance given in her honor on Friday evening by the officers and ladies of the post. Colonel and Mrs. Hall will move into the Commanding Officer's set of quarters as soon as the work of remodeling the building is completed.

Chanute Field, Rantoul, Ill., March 27.

Amidst great acclaim, the Chanute Field boxing and basketball teams returned to their native heath from Fort Sheridan, Ill., on March 18th, bearing with them the trophy representing the basketball championship of the Sixth Corps Area and also several medals attesting to the fact that they had won second place in the boxing matches. The battered condition of the ambitious boxers was evidence of the fact that their road had been a hard one. Due to the quarantine in February, it was impossible to develop a wrestling team of sufficient ability to represent the field, so that attention was concentrated on the basketball and boxing teams.

The contest for the district championship in basketball was played at Scott Field. Chanute Field won two successive games. At Fort Sheridan two more games were played, the first with the Engineers team and the second with the Training Center team, and the Chanute five were victors in both contests. In the four games played to win the championship, the nearest score to the Mechanics team was fifteen points.

The boxing scores were as follows: Fort Sheridan, 28 points; Chanute Field, 20 points; Fort Brady, 17; and Camp Grant, 10. Private Harry Wilson, of Chanute Field, won the light heavyweight championship of the Sixth Corps Area; Wm. Schultz, second in heavyweight class; Philip Linski, second in the middle weights, Leslie Tucker, third in the light weights; James J. Hodys, second in the featherweights; Joseph Cote, third in the featherweights; George Hawkins, fourth in the middle-weights; and Samuel Green, fourth in the lightweights. This is the first entrance of the field in inter-corps competition, and natives of Chanute Field are well satisfied with the showing made by the Air Service men.

A new inmate graced the "Carr Barn" on the morning of the 13th of March, when Edward Milton Carr, weight  $9\frac{1}{2}$  pounds, made his appearance. Lieut. Harold H. Carr, the Mess Officer of Chanute Field and Supply Officer of the 15th Squadron, has the distinction of being the baby's father. Mrs. Carr is doing well.

A farewell party was held on the evening of March 27th, 1922, in honor of 1st Lieut. H. A. Shovlin, A.S., who, with Mrs. Shovlin, will leave for San Antonio, Texas, en route for the Hawaiian Islands.

The cheese knives are out at Chanute Field. Each Monday, Wednesday and Friday the post gymnasium presents a glittering spectacle, under the exacting tutelage of Lieut. James Flannery, who for most of the day is Supply Officer of the post, in their endeavor to gracefully manipulate their long, shining sabers, according to the manual. It is a good thing that these sabers do not have a sharp edge. Although no one has been cut by the instruments, several have been severely bruised, and two officers have tripped over their scabbards and have executed some sudden forced landings. But with true Air Service spirit they persist, and in due time, after much practice, they will be able to do any maneuver they desire with the now elusive instruments, even unto shaking the shimmy on the ball room

Chanute Field, Rantoul, Ill., March 27, Cont'd.

floor and keeping the spurs and the scabbard apart at the same time.

Lieut. H. H. Carr, Supply Officer of the 15th Squadron (Obs.) conducted a pre-arranged shoot with the Air Service R.O.T.C. at the University of Illinois during the week. The shoot was a success and served a double purpose in that it gave both the squadron communications department and the R.O.T.C. some interesting practical work.

First Lieut. Lionel R. Dunlap, A.S. arrived from Langley Field to take charge of the 5th Photo Section, vice 1st Lieut. George H. Brown, A.S., relieved.

Chanute Field, Rantoul, Ill., April 4.

Chanute Field was a barren place during the latter part of the week, when sixteen of her officers were absent; the reason being an athletic competition with the officers of Wilbur Wright Field, Fairfield, Ohio. This competition was originally planned to take place in February, but was postponed twice; the first time on account of the quarantine and the second because of weather conditions. The third time the officers of Chanute Field were determined to get through in spite of weather conditions, and they did, landing at Wilbur Wright Field just a few minutes ahead of a storm. One plane out of the formation of eight planes went down with a broken vertical drive shaft near Richmond, Indiana, which put two officers - Lieuts. R. R. Fox and George Willets out of the competition. Lieut. Fox, who was piloting, made the landing without difficulty and took the train to Dayton.

Upon nearing their destination, the officers from Chanute Field were met by a formation of planes from Wilbur Wright Field and escorted to the field. They were met on the dead line by a reception committee and escorted to the post exchange restaurant, where they were most royally dined.

The first event on the afternoon's entertainment was the bowling competitions. Here the officers of Wilbur Wright Field "did themselves proud", winning three straight games, leaving the visitors batting their eyes and wondering how it happened. They put up a game fight, however, in spite of the fact that their two best bowlers were absent.

The Fairfielders made a repeat in handball, when Lieuts. McPike and Bartson kept the little red sphere bounding too fast for the Chanute team, consisting of Lieuts. Eller and Paul. Then the visitors were divided into couples and taken to the homes of the Wilbur Wright officers who entered into an interfield entertainment competition. Some of the Chanute Fielders, notably those who were to play basketball, claimed that this was a maneuver of the enemies to put them out of the game by filling them to the brim with good old American food, but in spite of their complaints they managed to do full justice to the viands that were set before them. Then came the basketball game, and Chanute came back 52 to 10. After the game the officers were conducted to the Side Slip Inn, a most worth while place, and there spent the remainder of the evening dancing and playing bridge. The morning after the visitors were personally conducted through the supply and repair depots.

In the afternoon, unsatisfactory reports having been received on the weather, the Chanute Field officers visited McCook Field, and repeated their visit on the afternoon of the next day, returning to their home station on Saturday, after a most enjoyable trip. Now, instead of considering Wilbur Wright Field as a busy, forbidding place, the officers of the field know it as a good field to be on and the abode of a bunch of regular fellows.

Hqs. 12th Squadron (Obs.) Fort Bliss, Texas, April 3.

Compelled by a shortage of gas to make a forced landing, 1st Lieut. Henry F. Sessions and Sergeant Alford H. Ainsworth of the 20th Squadron (Bombardment) Kelly Field, Texas, suffered slight injuries when their plane struck an irrigation ditch and nosed over at the Moon Ranch, Ysleta, Texas, on April 2nd. The plane turned completely over and came to a stop, resting on its upper plane. The Lieutenant and Sergeant were picked up by a passing civilian car and rushed to the William Beaumont Hospital. Lieut. Sessions was only slightly injured and was able to be up and around after his injuries were dressed. Sergeant Ainsworth will be compelled to remain in the hospital for a few days.

Hqrs. 12th Squadron (Obs.) Fort Bliss, Texas, April 3. (Cont'd).

Lieut. Sessions said that the rain prevented him from getting a close view of the ground before the landing was made.

Major General Willard A. Holbrook, Chief of Cavalry, and his staff, inspected the troops of Fort Bliss on March 28th. The squadron put all available ships into the air for formation flying.

On March 29th, General Holbrook inspected the commissioned and enlisted personnel and camp of the squadron. He was very much pleased with the appearance of the airdrome and commended the organization on its excellent appearance.

Rockwell Air Intermediate Depot, Coronado, Calif., March 25.

Bright sunshine blended with the spray from the painter's spray nozzle makes one feel that not so far distant is a long looked for spring. A change in color of the old rusty hangars and an increase in all activities about the post may be taken as an indication of a very productive fourth quarter.

Pilot Creeth, ex-Air Service Officer, and now at the Rogers Airport, Los Angeles, has visited the field three times recently. He reports rushing business at the Los Angeles Airport. Several pilots from March Field have also been recent visitors, including Lieut. R. Morrison, Lieut. Melin and Master Sergeant "Chief" Stanlie.

A very delightful dance was held on St. Patrick's night at the Officers' Club. Appointments were in keeping with the occasion, and light refreshments were served during the evening. The members of the 11th Cavalry polo team of the Presidio of Monterey were present, besides sixty other guests. Many dinner parties preceded the dance.

Lieut. Edward L. Searl, after many delays due to sickness and other causes, finally departed from the post and started on the first step of his journey to the Philippine Islands.

Mr. Edward A. Beals, of the U.S. Weather Bureau at San Francisco, gave two lectures to the officers during the past week. His lectures were general and given in "popular" phrases, so that they were appreciated and enjoyed by all attending.

The 18th Squadron is gradually rounding into shape and the men are looking forward to the day when the "wing equipment" is assigned and all get to the real duties of men in the Air Service. Many of the men are attending the rigging and motor schools and are taking a great interest and pride in their work.

The permanent guard of the post, picked from the men of the 18th Squadron, was started on February 20th. This guard relieves quite a number of men from routine guard duties and allows them to be present at the various schools and other functions, which would otherwise necessarily have to be given up. The guard is under the command of Sergeant D.W. Dwyer, assisted by Corporal D.C. Wolf.

A few of the men of the squadron are assigned regularly to the post Fire Department. They room and sleep by their fire "engines" and trucks, and hold drill regularly twice a week. The truck and chemical wagon have recently been repainted in "white".

Carlstrom Field, Arcadia, Fla., March 30.

The Officers' Club was the scene of a brilliant dance on Friday evening. Hartzell's orchestra furnished the music for the occasion. At about nine o'clock Mr. Art Smith gave a very pretty exhibition of flying, his ship being equipped with rockets and flares of varied colors. Mr. Smith's exhibition was enjoyed very much by everyone present, and brought back memories of the early days of aviation.

Mr. Sam Taylor, accompanied by Mr. Waughn, landed at Carlstrom last week in a Standard plane with OX5 motor. Mr. Taylor is in commercial aviation, and is doing exhibition flying, advertising, and carrying passengers, and for the past year has been flying in the Southeastern part of the United States. Mr. Taylor is a graduate of the Air Service Primary Flying School, having completed the course here about a year ago.

First Lieut. Russell C. McDonald has been relieved as instructor at the South Stage and First Lieut. Arthur L. Thornton has been assigned to take his class. Lieut. Thornton is a graduate of Carlstrom and has recently completed

Carlstrom Field, Arcadia, Fla., March 30. (Cont'd)

his advanced training at Post Field, Fort Sill, Okla. He asked for duty at Carlstrom, reporting here in January. He was given a course in instructing by Lieut. Corkille previous to being assigned as an instructor. It is the desire of Major Royce to have every permanent officer at Carlstrom qualified to instruct in flying, and at the present time a majority of the permanent officer personnel is made up of instructor material.

Cadet Lybra on his first solo the other day allowed his wing to drag on a take off, causing the ship to cart-wheel and damage the landing gear and lower wing panel.

Lieut.-Colonel Jacob E. Wyke, C. O., Coast Defense of Savannah, Ga., was at Carlstrom Field for the past four days as President of two General Courts-Martial which convened on March 15th, 16th, 17th and 18th, in the cases of 1st Lieuts. Oscar Barney and Laurens Claude.

Commander McRichey, U.S. Navy, Assistant Corps Area Co-ordinator, was a visitor at Carlstrom last week. During his stay at Carlstrom he was given a thirty minute hop by Major Royce, Commanding Officer.

Captain George H. McDonald and 1st Lieut. William H. Bleakley have been ordered to Walter Reed General Hospital for observation and treatment. Lieut. Bleakley has been suffering from trouble with his eyes, and Captain McDonald's back was injured in football last fall.

Major Bowen, retired, formerly an officer in the Air Service, visited Carlstrom last week. He is at present in the sporting goods business in Tampa, Fla.

Lieut. John Kase, Commanding Officer of Chapman Field, Fla., was a recent visitor at Carlstrom. Lieut. Kase took several practice flights while here and was ferried back to Miami by Lieut. Julian B. Haddon and Lieut. Pardoe Martin.

Lieut. Clements McMullen has been detailed as Officer in Charge of Aero Repair, vice Lieut. Charles R. Forrest, who has received orders for Camp Benning and has been transferred to the Field Artillery. Lieut. Forrest is one of the oldest officers in the Air Service, having served in the 1st Aero Squadron at North Island before the war.

Captain Robert C. Candee, Cavalry, reported to Carlstrom for primary training on March 30th.

Major and Mrs. Royce with their son, Scotty, spent the week end at Fort Meyers as guests of Mr. and Mrs. Kellem. Fishing was the main amusement, a short trip down the coast being made in the Kellum yacht. The trip was reported as highly successful, all hands having splendid luck. The most noteworthy incident of the trip was the capture of his first fish by little Scotty. The Major said that Scott landed the finny denizen of the deep like a veteran and without any outside help.

Mr. Louie Morgan, a reserve officer in the Air Service, was given an hour's flight. Reserve officers in the vicinity of Carlstrom are being given flights whenever possible, and every effort is being made to keep them in touch with the present activities of the Air Service.

Two baseball teams have been organized at Carlstrom, one composed of the officers of the command and the other of the enlisted men. The schedule of games has not yet been published as yet, but it is expected within a few days. Both teams are out practicing every evening, and some good games can be expected.

Clark Field, Pampanga, P.I., February 8.

Operations under the Coast Defenses of Manila and Subic Bays came to a conclusion on the 6th of February with return of the Squadron to its proper station, Clark Field, on the 9th. A fairly accurate estimate of the work performed may be seen from the following summary: Batteries observed, 22; flights, 33; flying time, 65 hours, 18 minutes; shots observed, 197; number of pilots assigned, 13; number of observers assigned, 9 (3 enlisted and 6 commissioned).

But one forced landing was experienced, due to plugged motor water lead. No damage was sustained.

Captain I. H. Edwards, with Lieuts. G.M. Palmer, H.A. Dinger and Edwin Johnson, left the outfit on the 7th for their organization, the Second Observation Squadron, on Corregidor. These officers rendered valuable services during the shoot as land plane pilots. The 3rd Squadron has regretted the loss of these officers who have put no end of "pep" into the officers circle.

The station of the 6th Photo Section, commanded by First Lieutenant Willis R. Taylor, changed to Camp Nichols, Rizal, with the departure of the last truck



Clark Field, Pampanga, P.I., February 8. (Cont'd)

load of equipment on the tenth from Clark Field. This organization has been attached to the 3rd Squadron since arrival in the Department, and had come to be considered as of the Squadron. The field regrets this change and will miss Lieut. Taylor's ready wit, chronic humor, and unflagging interest in the field's activities.

The following two letters have been added to the files here and are furnished as examples of native business culture:

Exhibit A

"Porac, Pampanga, P.I.  
January 12, 1922.

The Adjutant 3rd. Aero Squadron,  
Air Service, Camp Stotsenburg,  
Pampanga, P.I.

Sir:

Not to the more works and responsibilities of the undersigned, but to the desire of, to find another job, I have the honor to apply in this office for a position as clerk, if there is vacancy to be filled.

I have graduated the Intermediate Course at the Bacolor Trade School since 1915, and up-to-date, still serving under the Municipal Government of Porac, Pampanga, in the Treasurer's office, and also a Third Grade Civil Service eligible.

Kindly, please, have the undersigned to be notified, in order that, if can be accepted, I can render my resignation as possible.

Waiting for your kindly consideration,

Yours truly,  
(Signed)"

Exhibit B

"Porac, Pampanga, P.I.,  
February 7, 1922.

The Commanding Officer,  
Clark Field, Camp Stotsenburg,  
Pampanga, P.I.

Sir:

The undersigned have sent an application for a position as clerk to the Adjutant, 3rd Aero Squadron, Air Service, Camp Stotsenburg, Pampanga, for about 50 days ago; the reply was that, there is no opening for a position as clerk in that Squadron, and advised me to apply in this office.

By the way, I have the honor to submit my application for a position as clerk, if there is a vacancy to be filled.

I have graduated the Intermediate Course at the Bacolor Trade School since 1915, and still up to-date, serving under the Municipal Government as clerk, and besides, am eligible for Third Grade Civil Service examination.

Please waiting for your kindly consideration in order that, if there is vacancy, I can render my resignation as possible, and that can be applied to other offices if there, no place for the undersigned.

Yours very truly,  
(Signed)"

Kindley Field, Fort Mills, P.I., February 5.

The following-named officers of the Air Service recently arrived from the United States have been assigned to this field, viz: Captain R. W. Wittman, Captain I. B. Snell and 1st Lieut. L.R.P. Reese. Captain Wittman has been assigned to command the 27th Balloon Company, and Captain Snell will command the 17th Balloon Company. Lieut. Reese has been assigned to the 2nd Squadron, but no duties have been designated for him as yet.

Captain David B. Doty (P.S.) the Kindley Field Quartermaster, is at present at the Sternberg General Hospital, Manila, and Lieut. E.B. Bowling is at present acting as Quartermaster.

Kindley Field, Fort Mills, P.I., February 5. (Cont'd)

Lieut. G.H. Burgess, Supply Officer, 2nd Squadron, and the Supply Sergeant, visited Paranaque Beach for the purpose of checking up the clothing of the detachment of men from the 2nd Squadron on detached service at that station who are scheduled to return to the United States on this month's transport. About 40 Air Service enlisted men are booked to return to the States.

Camp Nichols, Rizal, P.I., February 4.

The weather being fine and the temperature moderate, a considerable amount of airdrome flying has been done by the personnel of this station. Captain Lafferty made an inspection trip to Kindley Field by seaplane. Lieuts. C. M. Leonard and Cyrus Bettis flew to Clark Field and return in a DH4B.

The grading and rolling of the flying field at this station is approaching completion, and work has begun on the fabrication of steel for the hangars. Upon completion of this work, our facilities for flying will be the best in the Islands, a condition which will contribute greatly to the satisfaction of all concerned.

The personnel of Air Park No. 11 were busy during the past week installing machinery and preparing to commence operations. The first plane started through the Salvage Department this week, preparatory to overhaul and repair.

Captain George B. Patterson arrived this week from the United States on the transport SHERMAN, and has been assigned to the 11th Air Park at this station. He is accompanied by Mrs. Patterson, and they will occupy quarters on the post.

On behalf of the Department Air Officer, Lieut. Hurd of this station met Air Service officers arriving on the SHERMAN for the purpose of welcoming them to the Department and assisting them in making necessary arrangements prior to their departure from Manila to their new stations.

Sixteen recruits arrived on the SHERMAN and were assigned to the 11th Air Park.

Lieut. and Mrs. W. R. Taylor, A. S., have moved into the quarters recently vacated by Captain Hewitt, Corps of Engineers. Lieut. Taylor is the commanding officer of the 6th Photo Section who was recently transferred to this station from Clark Field.

Lieut. and Mrs. Harry A. Dinger, from Kindley Field, were the guests of Captain and Mrs. F.R. Lafferty over the week end.

Captain Hammond, 9th Cavalry, Camp Stotsenburg; Captain L.N. Keesling and Lieutenants L.W. Guilford, C.H. Bartlett, and E. Johnson, from Clark Field, are temporarily domiciled in the bachelor officers quarters with Lieuts. A. E. Davison and C. Bettis.

Kelly Field, San Antonio, Texas, March 18.

Due to the energetic efforts of the post Athletic Officer, Lieutenant Booker, a well equipped gymnasium is now in operation. A supply of boxing gloves, bags, dumb-bells, a wrestling mat and rowing machine have been received and set up for the use of those the spirit moves. Baseball is in full swing in each and every squadron, with much pep and talent on exhibition. In a number of cases it is mostly pep, but as the old man said, when he dropped the little brown jug on the sidewalk, "it is better to have tried and lost than never to have tried at all".

Lieut. Skanse of the 8th Squadron is assigned as the Pigeon Officer, for training said fowls, in addition to his other duties. The pigeons were taken further from their home station each trip and turned loose from a plane to find their way back and the longer the distance the better the results. Two pigeons were turned loose on the Mexican border and, knowing the art of persuasion, returned, followed by a flock, which Lieut. Skanse finds to be very profitable, providing the gain is put on a 50-50 basis. Lieut. Skanse is also learning from the pigeons, for he says that on releasing one it did a sideslip and loop without using it's rear control surfaces, which baffled him and knocked his theory of flight to zero.

A panel exercise with the 4th Infantry Brigade, 2nd Division, was carried out very successfully last Thursday by Lieut. Craig, pilot, and Captain Johnson, observer. Twenty-seven panels were given at half minute intervals. Acknowledgement was made by radio, until it failed, when rockets were used.

Kelly Field, San Antonio, Texas, March 18. (Cont'd).

The work of making a new flight map of Texas is steadily progressing. Missions were sent out southeast of San Antonio last week from the "Attack" Group to photograph several railroads and highways.

An effort is being made by the Wing Operations Officer, Major Reynolds, to obtain greater cooperation between the Weather Bureau and this field. It is needless to say that this will be of untold benefit to all, especially in preparation of cross country flights.

Kelly Field, San Antonio, Texas, March 25.

Kelly Field has been visited with quite a lot of bad weather in the last few days. Old Sol tries every once in a while to poke his head through a wandering cloud, but each and every time is pushed back into darkness, and the elements again pour forth their wondrous moisture, so welcome to farmer and crops but disastrous to pilot and plane.

Lieut. A. Hornsby gave the boys a few thrills one evening last week on his return trip from Eagle Pass, and proved that it is impossible to make a three point landing with only one wheel. Although the plane was considerably damaged in the attempt, both pilot and passenger escaped without injury.

The class of student officers assigned to the 49th Squadron for formation and dummy bombing have now completed that course with very good results. This class has now been assigned to the 96th Squadron for cross country flying.

Bombardment Headquarters regret the loss of Lieut. Heffley as Group Adjutant. This officer successfully held this position for quite a long time, and upon his own request was relieved, as he desired duty on the line. He is contemplating going on leave in the near future. Captain H. J. Houghland is now performing the duties of Group Adjutant, having just returned from a 90-day leave, and the selection was met with pleasure by all concerned.

Quite a number of officers from the field are attending the "Class in Equitation" being held by Col. Howard, and it is with pleasure that we watch the boys go through the "Manual of the Horse", but - Oh! what a sad sight it is to see our young and dashing officers go limping down the road - not the result of a daring flight but the sad plight of "riding the bumps", that is, slow trot without stirrups.

St. Patrick's Day was celebrated by quite a number of officers from this post at Eagle Pass and Laredo, and it is understood the Irish had quite a wonderful time. It is believed by all those present that our esteemed contemporary from the 11th Squadron, Captain Doyle, had a most unusual time and, in fact, is hereby donated the Silver Platter. Although we expected the Captain back the week end following St. Patrick's Day, we did not see him until the middle of the following week, and then through the good will of "the rails and ties". Several attempts were made to take off, but each time something happened to prevent the return trip. The last attempt proved disastrous, when the motor cut out and, due to obstructions, turned over and took fire.

The Recruiting Party of the 90th Squadron returned from its stay at Dallas, Texas. With a personnel of but four men, they shipped back to their squadron during the short time they were out approximately fifty recruits.

A successful problem with the 4th Infantry Brigade at Camp Travis was carried out on Tuesday by Captain Harvey, Comdg. officer of the 13th Sqdr. and Captain Bubb, Comdg. Officer of the 8th Squadron, using radio equipped DH4B planes. The Attack Group furnished the first ship for this problem and the Bombardment the second. The Communications Officer of the 4th Infantry Brigade reported "The entire exercise from the ground standpoint was very successful. The panels and panel requests were promptly acknowledged and any mission called for promptly carried out. The radio from the plane was clear and sharp, but some little difficulty was experienced by our stations in receiving on account of a number of other stations using spark sets. However, the important messages, such as calls for water locations and front lines, checked in by radio the same as the drop message." The communications officer in his report remarked that all messages dropped fell within 75 feet of identification panel.

Four XB's and one DH left for Laredo on Wednesday. Captain McDaniel, flying an XB, was forced to return after twenty minutes out due to the motor cutting out.

Kelly Field, San Antonio, Texas, March 25. (Cont'd)

Captain Shea was forced to land at Atlee, a small town about 45 miles from Laredo, on account of defective gas pump. Captain Harvey, also flying an XB, returned from Laredo with a mechanic, and the trouble was soon remedied, Captain Shea flying the ship back the next day.

Major Lackland, the Air Officer, 8th Corps Area, accompanied by Lieut. D. G. Duke, also of the Air Office, left from the 5th Air Park, where the Air Officer's plane is taken care of, for El Paso to inspect the 12th Squadron at Fort Bliss, Texas. In all probability the Air Officer will inspect the air-dromes at Douglas and Nogales, Arizona. Major Lackland expects to complete the inspection and return to Kelly Field by Sunday.

Last Friday, the 17th, Lieut. Doolittle of the 90th, with Lieut. Dayton, of the Air Office, 8th Corps Area, as passenger, participated in a cross country flight to Brownsville, Texas, returning on the following day. They reported a very pleasant trip. While at Brownsville they called on Colonel Sedgwick Rice of the Cavalry, former Commanding Officer of U.S. troops at Del Rio, while part of the 90th was stationed there.

The 90th Squadron baseball team is out practicing every day in an effort to follow in the footsteps of the victorious basketball team of their squadron which romped off with the post championship cup a month ago.

Lieut. Stenseth, of Headquarters, is back after an enforced stay in the Station Hospital, Fort Sam Houston, and the entire personnel of Headquarters gave him a glad welcome.

Lieut. Edward D. Jones relieved Lieut. Meloy as Group Operations Officer, the latter officer being ensnared in the mesh of War Department Orders that have carried away several of the Group's oldest officers.

Crissy Field, Presidio of San Francisco, Calif., March 29.

To the accompaniment of appropriate music furnished by those musicians of enviable reputation, comprising the Presidio orchestra, and with many a hearty "Bon Voyage" ringing in their ears, the officers and men of the 23rd Bombardment Squadron sailed for the Hawaiian Department on board the Transport BUFORD on Tuesday, March 21st. It required not a little magnanimity to send this organization "away with a smile", as the 23rd is a squadron which we should have been proud to have retained on this coast. Since in the general scheme of things, however, the desires of the comparative few must frequently be sacrificed for the good of many, there is left for us in this instance the consolatory thought that the Ninth Corps Area's loss is the Hawaiian Department's gain.

The Armament Section of this post is preparing to have regular classes in bombing, using dummy drop bombs; aerial gunnery, with both the bow and turret mounts, using as targets sleeve towed by a JN6H, floating targets on the Bay and possibly some parachute targets.

A clay pigeon trap is nearing completion, and it is expected that by the middle of the coming week all pilots on the field will start popping away at the blue rocks.

A pistol range has also been laid out on the field, and within a week or so preliminary instruction and practice will be begun.

The basketball season closed March 20th with one of the hardest fought battles of the season (If you are at all skeptical about that, just look at Lieut. Goldsborough's black eye and be convinced!). A picked team from the Presidio was matched against the 91st's five in a game which determined whether or not the latter would have an opportunity to compete for the Corps Area basketball cup. The 91st lost their chance, however, when the Presidio won 43 to 31. At that we're mighty proud of our basketball team which, in spite of numerous difficulties, has done really fine work this season.

Baseball is in full swing, and the prospects for a winning team from Crissy are excellent.

Crissy Field officers having taken advantage of a recent period of inclement weather to develop their ability as indoor sportsmen, a bowling team is now being picked and, according to present scores, it should be a good one. First Lieutenant E. C. Kiel has been rolling about two hundred, Captain Lowell H. Smith and Lieut. Warren G. Maxwell running him a close second, with Major Brett and Lieut. Arthur G. Liggett playing a hard and consistent game.

Realizing the fickle-minded character of Spring atmospheric conditions, our pilots have made the best possible use of the days during the past week

Crissy Field, Presidio of San Francisco, Calif., March 29. (Cont'd).

which permitted of flying to any appreciable degree, as is attested by the number of cross-country flights recorded for that period.

During the past week Lieut. Goldsborough and Sergeant Arndt made a trip to Petaluma to inspect the recruiting party from Crissy which has been at that place for several days.

Lieut. Benton's cross country to Healdsburg on the 22d resulted in his bringing back with him Recruit Watson, whose aerial transportation to Crissy for enlistment convinced him that the Air Service is the U.S. Army's one best bet.

Staff Sergeant Cecil B. Guile of the 9th Squadron, Mather Field, flew to Crissy on the 23rd for the purpose of transporting to Mather Mr. Reed of the U.S. Weather Bureau, who was scheduled to give a lecture at that field on that date. Mr. Beal, U.S. Weather Bureau, delivered a lecture at Crissy on the same date. These lectures were the first of a series of lectures concerning the influence of weather conditions on aerial navigation which have been arranged for the various fields in this Corps Area. All pilots at Crissy were keenly interested in Mr. Beal's address, which covered general meteorology, instruments, methods of observation and physical properties of the atmosphere, and they are looking forward with pleasure to the other lectures of this series. These lectures should prove of immense value to our pilots.

Forester Sweeley, brother of our Lieut. Sweeley, visited the post during the past week.

Lieut. H.A. Halverson, formerly, Asst. Air Officer, 9th Corps Area, and now on duty as Assistant Instructor in Military Science and Tactics at the University of California, Berkeley, Calif., treated five of his students to "hops" at Crissy on the 23rd. Lieut. Halverson has the right idea. Theory of flight is no doubt an interesting study, but let a student thereof have the "feel of the air" now and then, and you have substituted for any possible indifference a keen interest, and have augmented an existing keen interest to the point of genuine enthusiasm.

San Antonio Air Intermediate Depot, Kelly Field, April 4.

We have always enjoyed entertainment, movies, theatres, and flappers, but if you haven't seen Col. Howard's circus - well, you have something coming. We'll say with all seriousness that Barnum had only a side show. It's a riding class for Air Service officers. All the spurs were pulled out and polished; even chin straps have made their appearance. Each officer participating thinks the other guy a scream, but takes himself seriously. That's what makes it a circus.

The baseball season has opened, and we may soon expect to see the boys out trying to emulate the Barbino. The home team is considered one of the best, and we expect them to bring home the pennant. The officers' team is also in training and will take on all comers in tennis, baseball or golf.

Little Dan, the office boy for the Marriage License Clerk, just came in and informed us that he has another prospect. The Bachelor Battalion will soon be lost.

Lieut. Franklin and wife have joined us from the Islands and report many interesting things "where there ain't no ten commandments" or 18th amendments.

The Air Service is mopping up on the ground, the Kelly Polo team putting it over on the Gravel Disturbers of Camp Travis on Sunday, April 2nd, by a 10 to 4 victory. And that ain't all, the Civilian Team of San Antonio was trimmed Sunday, March 26th, by an 8 to 4 score. The team is composed of Captain Willis, Major Wm. H. Garrison, Jr., Air Intermediate Depot Commander (Captain) Major Heffernan and Lieut. Brophy. Wherever you find the ball, there you will find the Air Service.

On the 29th of March, 1st Lieut. Charles E. Branshaw crashed, and it was awful. We don't believe he will recover. He left us as free as the ozone we breathe, but on arriving in Houston Wednesday morning, Little Dan put the last arrow on the bow, took good aim, and knocked him for a loop. The Sky Pilot said "Do you?" and Charles answered "I do", without the tremor of an eyelash. The Bachelors lost a noble Bolshevik. We congratulate the couple on their departure on the uncharted seas. Mrs. Branshaw was formerly Mrs. Camille Hamilton of Lake Charles.

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

FOR RELEASE May 6, 1922.

KENTUCKY ENCOURAGES AVIATION

That the State of Kentucky is full cognizant of the important role slated for aviation in the economic and industrial life of the country is manifested by the recent action of the State Legislature in passing a Resolution requesting all towns and cities in the Blue Grass State to print in large letters the names of such respective towns and cities in such conspicuous place as may be observed by aviators passing over such towns and cities.

Captain Harry B. Flounders, Air Service, stationed at Camp Knox, Ky., is directly responsible for the introduction and passage of this Resolution. This officer is also endeavoring to work up interest in aviation in the other states of the Fifth Corps Area, in order to have a similar Resolution passed. Officers stationed at Godman Field, Camp Knox, Ky., are giving lectures at various localities throughout Kentucky, and the State is taking a very active interest in the development of aviation.

It is hoped that the worthy example set by the State of Kentucky will soon be followed by the other states of the Union, as the importance of such identification signs cannot be overestimated. Several aviation accidents have occurred by virtue of the fact that aviators have lost their bearings and, being forced to fly low in order to catch some identification sign of the town they were flying over, collided with some telegraph wires or a building or found it necessary to land in a restricted place.

The Resolution, as passed by the Commonwealth of Kentucky, is as follows:

"Whereas much interest is being taken in the subject of aviation, especially in the subject of carrying the mails by such method, and,

Whereas aviators experience much difficulty in ascertaining the name of many towns and cities over which they are flying; and,

Whereas there are but few natural objects near the many towns and cities in this Commonwealth whereby such aviators passing over the same can ascertain the names of such towns and cities; therefore,

Be it resolved by the General Assembly of the Commonwealth of Kentucky:

Section 1. That the mayors of all towns and cities in this Commonwealth are hereby requested to have painted in letters sufficiently large to be seen at a considerable distance, the name of their respective towns and cities upon the top of some building or eminence in order that aviators in passing over such towns and cities may be able to ascertain readily the name of such town or city.

Section 2. That the Clerks of the Senate and the House of Representatives of the General Assembly of Kentucky shall transmit certified copies of this resolution addressed to the mayor of each town and city in this Commonwealth."

AIRPLANE FORMATION GREET'S NEW DEPARTMENT COMMANDER

In preparation for the arrival of the new Philippine Department Commander, Major General W. M. Wright, who sailed from the States on the Transport THOMAS, arrangements were made for an eleven-plane formation to escort the THOMAS to her dock. Five planes were flown to Paranaque Beach, Manila, on the morning of March 3rd, the pilots of these planes being flown back to Clark Field in the afternoon by pilots from Camp Nichols. At 6:45 a.m., March 6th, a five-plane formation took off from Clark Field and flew to Manila Bay, where they were joined by the formation from Paranaque Beach. They flew to meet the THOMAS and escorted her to the pier.

W. B.

A BOMBING RECORD AT ABERDEEN, MD.

The best bombing record for the Aberdeen Proving Grounds, Md., was made on April 6th, when, with 1st Lieut. Max F. Moyer, A.S., and Master Sergeant William F. Fitch, Air Service, as pilots, and Captain S. R. Stribbling, Ordnance Department, as bomber, a total of seven hits out of eight bombs dropped was recorded. The bombs were dropped from an altitude of 2,000 feet on the "Hard Surface", a concrete block, 200 feet by 200 feet. The eighth bomb missed the target by approximately two feet. During the week ending April 8th, a total of 2600 pounds of bombs were dropped from the Airship C-2 on the "Hard Surface".

TEST OF SPERRY GYRO COMPASS

A special flight was made at the Aberdeen Proving Grounds on April 3rd with a Sperry Gyro compass. With Mr. J. A. Fitz, of the Sperry Company, conducting the test on the compass, a triangular course was flown from Aberdeen to Belair, to Havre de Grace and return to Aberdeen. The performance of the compass on this short run was very satisfactory.

NEW RADIO STATION AT ABERDEEN, MD.

A new radio station has been opened at the Airship Field, Aberdeen Proving Grounds, with an S.C.R. 109 set as the main operating equipment. A wave length of 850 metres has been assigned this set by the Signal Officer of the 3rd Corps Area.

RESERVE CORPS ACTIVITIES IN OKLAHOMA

Prior to the arrival of an Air Service officer for duty with the 95th Division, U.S. Army, the headquarters of which is Oklahoma City, Major J. C. King, Cavalry, A.C. of S. (G-1), began the organization of the 320th Squadron (Observation) 95th Division. At the present time Captain Louis D. Abney, A.S., O.R.C., Oklahoma City, the senior officer of the squadron, is due for promotion, and will, by virtue of his rank and experience, command the squadron.

In order to get the "right man in the right place" in the squadron, the Air Service officer with the Division is getting from all listed Air Service Reserve Officers in his territory a tabulated statement of their air experience. It was found that this information was not definite enough under the heading "Chronological Statement of Military Service" on the reserve officers' qualification cards.

The headquarters of the Air Service of the 95th Division is at Muskogee, where the Air Service officer with the Division (now at Oklahoma City) will be located after April 1st. The headquarters of the 320th Squadron is at Oklahoma City.

It may be of interest to set forth the allocation of Air Service units to the State of Oklahoma:

The first priority for organization in the State of Oklahoma is:

- Division Troops
- 95 Division, A.S. Hqrs. Muskogee
- 320th Squadron (Obs.) Oklahoma City
- 320th Photo Section Tulsa
- Branch Intelligence Office, A.S., 95th Div., not allocated.

Second Priority

Army Troops, III Field Army -

321st Air Service Attack Group, Hqrs. Enid

472d " " " Squadron

473rd " " " Squadron

474th " " " Squadron

350th Air Park

431st Photo Section

Third Priority

XVIIIth Corps Troops - VI Field Army.

365th Squadron (Obs.)

365th Photo Section

329th Balloon Company

108th Communications Section

Tulsa

Oklahoma City

Oklahoma City

Oklahoma City

As soon as the Division Air Service is completely organized and capable of functioning in case of mobilization for an emergency, the second priority organization, and then the third will be started.

Outside of the regular Air Service garrison at Post Field, there are no other Federal Air Service activities in the State beyond what has been above mentioned.

The Aviation Committee of the Chamber of Commerce of Oklahoma City is a wide-awake organization. They are actively on the lookout for better airdrome facilities than now possessed at Needham Field. They realize the great future of aviation and are anxious to have Oklahoma City on the air map.

This same committee is forming the nucleus of a National Guard Squadron for the State, with the idea that they may get flying training which they must have before being eligible for appointment as Reserve Officers.

DEVELOPMENT OF MODEL AIRWAY

Under instructions recently received from the Chief of Air Service, First Lieutenant Clarence E. Crumrine, A.S., has been detailed on duty to investigate the route of the Model Airway from Mitchel Field, L.I., New York, to Pine Valley Field, N.J. This work includes the making of standard sketches and the completion of questionnaires on all intermediate fields, together with the taking of oblique photographs. The fields and following points are being investigated, sketched and photographed:

Valley Stream, L.I.

Belmont Park, L.I.

Sheep's Head Bay

New Dorp, Staten Island

Sandy Hook, New Jersey

Freehold, New Jersey

Prosperitown, New Jersey

Camp Dix, New Jersey

Medford, New Jersey

Work on the development of this air route has already begun. It has been delayed due to inclement weather but will be now pushed to rapid completion.

RADIO TESTS AT CAMP VAIL

Captain Clyde V. Finter, A. S., left for Camp Vail, April 10, 1922, under orders from the Chief of Air Service, for the purpose of cooperating with that station in the development and testing of radio apparatus. This work will occupy about ten days. The plane which Captain Finter flew from Mitchel Field was equipped with the most modern type of radio sending apparatus. Mitchel Field was continuously in touch with Camp Vail by radio telephone during the period of these tests.

FURTHER TESTS OF MB-7

Pilots at Mitchel Field had the pleasure, during the week ending April 15th, of watching the little Thomas-Morse Monoplane MB-7 make test flights. Lieut. Flier, U.S. Marine Corps, the pilot, put the little ship over a measured course. The time for the flight has not been officially given out and the speed is not known. The pilot estimated, however, that the little plane made well over 190 miles per hour. This ship is a monoplane with a wing spread of only 16 feet, is powered with a 300 h.p. Wright motor, and consequently has a very high landing speed. Thus far the pilot has successfully flown the monoplane on numerous occasions without the slightest mishap.



## MATHER FIELD FLIERS WELCOME GENERAL JOFFRE.

Two five-ship formations made an early morning start to join in the welcome given General Joffre at San Francisco on April 6th. The first formation left Mather Field at 7:10 a.m. It represented the 28th Squadron (Bombardment) and the pilots were Capt. F. I. Eglin, Lieuts. W. S. Sullivan, G. A. McHenry, A. E. Waller, Cadet Pierce and their enlisted mechanics. The second formation, representing the 9th Squadron (Obs.) took off shortly afterwards - pilots being Lieuts. R. L. Maughan, H. C. Minter, P.L. Williams, C.H. Myers and Corporal Larsen. Upon arriving at a designated position over San Francisco, these two formations became part of a large one flying over the parade.

## RESERVE OFFICERS VISIT KELLY FIELD

Reserve officers from all branches of the service visited Kelly Field on April 7th in charge of Major Thomas Duncan and Lieut. W. A. Morris. This party, about sixty in all, witnessed the formation of DH's and XBIA's. Major Reynolds, commanding officer of Kelly Field, guided the party down the line, describing each event that took place. Much interest was exhibited in the GAX and its possibilities. An exhibition flight in this plane was made by Captain Shea to demonstrate the psychological effect of a low, harassment plane on ground troops. All left with a feeling that such a plane would be rather disturbing.

## PROGRESS OF THE AIR SERVICE MECHANICS SCHOOL.

The Air Service Mechanics School at Chanute Field, Rantoul, Ill., is functioning in every department. There are now 496 students actually undergoing instruction, and 225 awaiting instruction. The first class of men who were enlisted in the recent recruiting campaign will be graduated on May 12, 1922. It will consist of twelve armorers. Following this comes a class of five blacksmiths, who will complete the course on May 26th, and the following classes on June 9, 1922:

Armorers	12
Fabric workers	4
Mechanics, airplane	13
Mechanics, airplane engine	14
Mechanics, auto	14
Machinists	5

The next class will graduate on June 26, 1922, and classes will follow throughout the year at periods of two weeks.

## STUDENT FLIERS GRADUATE FROM CARLSTROM FIELD SCHOOL

The following graduate student officers from the primary flying school at Carlstrom Field received their orders for advanced training and departed for their new stations: Lieut. Aubry Strickland to Ellington for pursuit training; Lieuts. A. Clements, R. R. Clark, C. Shangraw and L.T. Whitten to Kelly Field for bombing; and Lieuts. J. C. Dickson, D.W. Goodrich, K. A. Kemmer, P. G. Wehle, Williamson and Hensinger to Fort Sill for observation training.

## LOCATING NEW LANDING FIELDS

Orders in effect at the Fairfield Air Intermediate Depot, Fairfield, O., require that all pilots make at least one cross country flight each month for a distance of not less than 100 miles, and that during the course of these flights they will endeavor to locate a desirable landing field, preferably a "local landing field" near some important town. If the field in question is deemed of sufficient importance the pilot will fill out a questionnaire giving particulars concerning same. This is considered a good policy and, if adopted generally, should tend to improve present conditions with regard to shortage of landing fields.

Reports bearing on the establishment or discovery of new landing fields appear from time to time in the "Notice to Aviators" issued monthly and distributed by the Hydrographic Office, U.S. Navy.

MORE ABOUT THE SPERRY MESSENGER PLANE

Much has appeared in the newspapers of recent date concerning the flight of the Sperry Messenger to the Capitol Grounds, Washington, D.C. As further evidence of the fact that this little plane can be readily landed in restricted areas, 1st Lieut. Newton Longfellow, A.S., while flying a Messenger at Mitchel Field, L.I., New York, on April 11, 1922, experienced motor trouble and was unable to reach the main field. He landed in the hospital grounds, however, without difficulty. There are now three of these Messenger planes at Mitchel Field doing development work, and all are making daily flights. Pilots at this station praise very highly the performance of this little three-cylinder engined plane.

PROGRESS IN WHEAT RUST EXPERIMENT

Lieut. F. P. Booker, Air Service, and Prof. L.G. Butler, of the Department of Agriculture, are continuing their experiments in locating the spore of wheat rust in the upper air currents, as described in the last issue of the News Letter. Prof. Butler has designed a new "bug cage" which worked very well in a DH4B plane. This will be the plane to complete the experiments, as it is much more stable than the JN6H.

CIVIL AVIATION IN ITALY

A report just received giving the official record of the activities of the Civil Aerial Transportation Company S.A.I.A.M. (Societa Anonima Imprese Aeree Milano) from its organization on June 1, 1920, to November 30, 1921, shows that during this entire period a total of 4,194 passengers were carried without accident, the actual flying time being 1309 hours and 40 minutes. Strange as it may seem, a comparison of the figures for 1920 and 1921 shows that there was a falling off in traffic during the latter year. During the period from June 1 to November 30, 1920, the hours of flight totalled 777, and the number of passengers carried was 2,316, while for the same period during 1921 the hours of flight totalled 311½, and the number of passengers carried was 903. As a matter of fact, the figures for the six months from June to November 1920, given above, were greater than the figures for the ten months in 1921, since in this latter period the hours of flight totalled 522 2/3 and the number of passengers carried was 1378. There was no flying during the month of December, 1920, and January and December, 1921, due to unfavorable atmospheric conditions.

The above company is in operation at the airdromes of Arcore, Erba Incino, Taliedo and Centocelle, and at its seaplane stations at San Remo, Pallanza and Schiranna. The aerial operations by months during the years 1920 and 1921 shows the following:

1920	Hours of Flight	Passengers	1921	Hours of Flight	Passengers
June	96 hrs. 45 min.	365	Jan.	No activities	
July	101 " 35 "	591	Feb.	90 hrs. 10 min.	233
August	160 " 12 "	453	March	37 " 30 "	123
Sept.	173 " 30 "	320	April	45 " 20 "	217
October	125 " 45 "	374	May	48 " 10 "	397
November	119 " 13 "	213	June	34 " 15 "	120
December	No activities		July	58 "	170
			August	67 " 35 "	195
			Sept.	50 " 20 "	187
			Oct.	37 " 45 "	88
			Nov.	63 " 45 "	143
			Dec.	No activities	
<b>Total</b>	<b>777</b>	<b>2,316</b>		<b>532 40</b>	<b>1,878</b>

Playing See-Saw Up in the Air

Well, business is picking up just a little, and we have another contribution to offer to our readers in the shape of a thrilling experience in the air by 1st Lieut. W. C. Farnum, Air Service, lately transferred from the Office of the Chief of Air Service, to Langley Field, Va., where he is now undergoing airship training. Lieut. Farnum's experience was of such a nature as is usually calculated to turn one's hair a silvery-gray color. How it would affect a bald-headed man is difficult to conjecture. We failed to note, however, any silvery-tinged locks on Lieut. Farnum's head (no, he's not bald-headed), so we presume he bore the ordeal pretty well, though it's a safe bet he wouldn't care to go through another experience of that kind. With Lieut. Farnum's story our stock is exhausted, and we are therefore asking for more, in order that we may be enabled to feature these stories regularly in the News Letter. All contributions will be thankfully received.

And now let us ring up the curtain:

"The recent plaintive request from the Editor of the Weekly News Letter for stories dealing with unusual experiences in flying prompts me to tell of an experience which I have been very anxious to forget.

In the winter of 1917, at Fort Omaha, Neb., I was an instructor in balloon observation. Due to the great need for turning out observers, we operated balloons at Fort Omaha at that time under conditions that were most trying. At this particular season the winds would reach velocities of from 35 to 40 miles an hour, and the orders were to stay up until ordered down. Anyone who has ridden in an observation balloon in winds of 20 miles or more can appreciate the discomfort such service means. Operating under these conditions caused each instructor or pilot to check over his balloon very carefully before ascending. Our instructions had been quite minute as to methods of checking up the bag and rigging, and I had always been very careful to make the necessary inspection before going aloft.

One morning in April, 1918, I had as my passenger a Field Artillery Captain who was a student in the Observers' School. It was a beautiful day, and we strolled out to Florence Field expecting a perfect trip. There was a very light breeze on the ground, not in excess of 5 to 8 miles per hour. The sun was shining very brightly and there was not a cloud in the sky. I made a cursory inspection of the bag and gave the word that all was well, and we went up. I had given instructions to stop the winch when one thousand feet of cable had been released, so that the expansion of the gas would be taken care of nicely by the automatic valve. Upon reaching this altitude we encountered a terrific wind. The basket pitched violently from side to side. I told the Artillery officer, who had the telephone, to give instructions to "haul down". I was watching the manometer tube and noticed a great pressure, about  $2\frac{1}{2}$  to 3 inches, and I immediately pulled the hand valve in order to release the excess pressure.

About this time there was a terrific report, and the entire empennage (fins and rudder) were torn off the bag, and we started on a wild dive towards the earth. Just at this time the pressure became so great that the water in the manometer was forced out of the top. It seems that we dove about six or eight hundred feet, when we were brought up with a jerk and then started on an upward dive. Upon reaching the top of this dive the basket was thrown around the top of the balloon and we hung on for dear life.

The balloon continued its wild dives and loops. Spectators later informed me that the basket went over the top of the bag about six times. Just as quick as we came to the top of our dives we tried to jump in the parachutes, but found them ensnarled and tangled up with the handling guys. All this time I was valving, hoping to bring the balloon down to a lower altitude and out of the wind. The other balloons had all been hauled down out of our way, as we were traveling all over the field from one side to the other. The balloon acted just like a kite without its tail.

I expected at any minute that the basket would be torn from the balloon and that we would meet an untimely end in a plunge to earth. For some reason or other, and thanking our lucky stars, the rigging held us. After a considerable time with these wild gyrations, the basket was thrown from the rear arm of the metallic vee, which took up some of the strain on the tail of the balloon

and kept us from performing any more loops. From this time on the balloon whipped from side to side and dove rapidly in every direction, but the basket was not thrown over the bag again.

We tried to undo the handling guys but were unsuccessful. Finally, our valving had lowered the balloon to such an extent that we had drifted off at a great angle from the winch. Coming down to a lower elevation we were able to put our heads above the side of the basket to see what was going on. We found that all of the balloons had been hauled down and that the entire post was out watching us. One thing I remember distinctly, and which struck me as anything but funny, was the sight of two ambulances which seemed to follow us around on the ground, also a great number of men who were lying on the ground looking up. I wondered at that time if they had been placed there to catch us as we fell. Finally, we noticed a crowd of men in a group walking away from the winch, and I then knew that they had finally attached a snatch block and maneuver spider to the cable and were hauling us down by hand. This was a slow process and we, of course, had time to recover from our fright and to regain a certain amount of our mental equilibrium. From then on the experience was quite interesting.

The wind had increased on the ground, and we were still whipping about, so I began to wonder how we were going to be able to make a landing with all our handling guys tied up. I decided that we would have to rip when we got close to the ground so as to keep the basket from being thrashed into the ground. On being hauled down to an elevation of about 75 feet I climbed up into the rigging, picked the red rip cord out of the tangle, wrapped it around my hands and jumped into the basket. This ripped the whole side of the balloon, and we settled quite easily to the ground, where we received a most hearty welcome.

I had my nose cracked, my fingers lacerated and two ribs cracked, but these injuries were only slight, and I was certainly a happy person when I was able to put my feet on the ground again.

I found out that when the wind struck the balloon, it jerked the winch for quite a distance down a hill, breaking the winding mechanism of the winch so that we could not be hauled down mechanically. This balloon had been in a number of flights the previous week, and the interior rigging of the empennage had become worn.

The experience taught me never to go up in a balloon that I was not sure had strong, unworn rigging in its tail. Believe me, whenever I go up now I look the tail over very carefully.

#### AERONAUTICAL NEWS FROM OTHER COUNTRIES

##### Russia.

The Moscow Government has concluded with the Koenigsberg Airship Company a contract regarding the institution of aerial mail service between Moscow and Koenigsberg. The German firm has already acquired the airplanes from Holland and the motors from England. The machines will be able to convey up to 400 kilograms of mail. The service will be maintained once weekly for the start, but later on, once daily. The Soviet Government has applied to the Latvian Government with a proposition to appoint a special commission for designating special landing places.

##### France.

In connection with the report on French commercial aviation activities published in Commerce Reports of January 23, 1922, recent figures are interesting as showing a considerable increase in the use of the aerial postal service between Toulouse and Casablanca. During October, 1921, 40,600 letters, weighing 1,560 lbs., were carried between the points named as against 24,350 weighing 870 lbs. in October, 1920. A saving of five days in transmission of mail accounts for the popularity of the air route. During the year ending September 30th, 1921, the mail matter carried by this service consisted of 306,181 pieces out of a total of 351,742 pieces carried by all aerial routes between France and foreign countries. Of the figures given, the Paris-London service transported 28,534 pieces, the remainder being carried by the services from Paris to Brussels, Amsterdam, Prague and Warsaw.

France (Contd).

It has now been definitely decided by the Chambre Syndicale des Industries Aeronautiques that they will hold an Aero Exhibition in Paris this year. It will be, as before, at the Grand Palais, and although the actual date is not settled, it will probably be in December for a fortnight, although there are many who would prefer September to be the selected month.

Egypt.

The aerial mail route established between Cairo and Bagdad has been extended to include Palestine. A regular fortnightly service will be maintained in each direction.

Germany.

The Director of the "Aero Union", a German Aircraft Corporation, with headquarters in Berlin, which controls and operates the "Deutsche Luftreederei", a German Air Traffic Company, announced recently that his company has made arrangements to establish an aircraft factory near Pisa, Italy, and that the production of all-metal Duraluminum airplanes is expected in May or June, 1923. The raw material for these airplanes will be shipped from Germany and worked up and assembled in Italy by German and Italian workmen. The "Aero Union" was organized a few months ago, and is controlled by a combination of the "Allgemeine Elektrizitäts Gesellschaft" (the General Electric Company of Germany), the Hamburg-American Shipping interests, and the Zeppelin Aircraft interests.

Announcement has also been made that the "Aero Union", in cooperation with the Russian Government, has organized a company under the name of "German Russian Air Transportation Company." The Company hopes in the Spring of this year to organize a regular air service between Germany and Russia with passenger airplanes of the Russian Government, temporarily on the stretch between Königsberg-Moscow, in close connection with the Berlin Evening Express and return. The preparations for this are being directed by German and Russian technical experts. The service will primarily be for the purpose of transmitting official courier mail matter from Berlin to Moscow and Moscow to Berlin, as well as passenger and light freight service.

England.

The promotion of a great flying festival at the London Air Station, Croydon, is a matter that is engaging the attention of the Air Ministry, Aircraft Constructors, Aero Club, Aeronautical Society and Air League. The festival is to last a week, will probably take place early in 1923, and is being designed to fasten attention on flying in a way that has hitherto not been found possible. The main feature of the festival will be an exhibition of every type of modern flying machine, including, it is hoped, helicopters. Concurrently, an international congress on air problems will be held, and speed and duration tests organized and decided. An effort is also being made to arrange that the Royal Air Force annual pageant shall be held at Croydon during the week.

In order to speed up the delivery of goods to Paris from Manchester or other provincial towns in England, a night airplane service will shortly be inaugurated whereby parcels dispatched by passenger train after business hours from these towns will be collected by a special motor van from the London Railway Terminal between midnight and 1:00 a.m., and immediately thereafter put on board the night express leaving the London airdrome at 2:30 a.m., and scheduled to arrive at Paris at about 5:00 a.m. Upon arrival in Paris the goods will, by special arrangement, be passed through the French customs and delivered by motor van in Paris as soon as business houses are open. A similar arrangement is to be instituted in connection with goods from provincial towns in France consigned to London, an air express leaving Paris early in the morning and parcels sent from, say, Lyons or Lille, after business hours one evening will be delivered in London the following morning, or in Manchester or other towns by the afternoon.

England (Cont'd)

The night expresses which are now being built will be equipped with instruments and navigation lights for night flying and this, in conjunction with the illumination of the London to Paris Airway, soon to be completed, will make night flying a safe and regular operation.

With the opening on April 3rd of the new Paris-London aerial Company, known as the Daimler Airway, the number of British companies operating regularly between London and Paris has been raised to three, the other two being the Instone Air Line and the Handley Page Co. The new company will use the latest type of D.H. machine, known as D.H. 44, and will run a daily service in each direction. There are also two French companies working on the route. Even at this time of the year a regular flow of passengers continues, most of them being American and English family parties on holiday.

Denmark.

According to FLIGHT (London) arrangements have been made for inaugurating an air mail service between Rotterdam and Copenhagen. The company which is to undertake the new service is stated to be Danish, although it is intended to use British machines and pilots. The plan is to have machines leaving Rotterdam in the morning, after the arrival of the night boat from London, and it is expected that they will be able to reach Copenhagen shortly after noon, so that the mails should be distributed early in the afternoon in that city. In the opposite direction machines will leave Copenhagen at 3:00 p.m., and will reach Rotterdam in time to connect with the night boat to London. Thus, instead of taking 72 hours, the mails between London and Copenhagen should do the journey in about 24 hours.

The Netherlands.

The Royal Aerial Navigation Co. of the Netherlands carried during 1921 a total of 1,548 metric tons of mail, 36,634 metric tons of freight and 1,674 passengers. The Amsterdam-London line accounted for more than half of the mail and merchandise, carrying 844 tons of the former and 24,875 tons of the latter. In 1921, 931 passengers traveled on the Amsterdam-Brussels-Paris line and 254 on the Rotterdam-Hamburg line. These figures indicate a marked increase over the 1920 volume of traffic, which totalled only 3 tons of mail, 22 tons of freight and 345 passengers.

## SQUADRON NEWS

### Kelly Field, San Antonio, Texas, April 1.

The flying activities for the week have been very few due to the bad weather, the Photographic Section (2nd) making only one mission, taking a series of oblique photographs of Mitchell Lake.

On Sunday March 26, the Kelly Field Polo Team defeated the fast San Antonio Quartet by the score of 8 to 4. The fliers playing from scratch, by their whirlwind riding were able to rush the civilians virtually off their feet. Each and every one of the Kelly Fielders played an exceptional game, especially Major Garrison of the A.I.D. Next Sunday the team will play the Camp Travis all star team and, if the form shown in this game is any indication of Kelly's skill and ability, we feel sorry for the best of the 2nd Division. Along these lines we wish to announce that the Kelly Field Team is entered in the Annual Spring Tournament of the American Polo Association, beginning April 9. Beautiful prizes are to be awarded the winners.

Lieutenant Larson, C.O. of the 5th Air Park, with Sergeant Hopkins as passenger, left Tuesday for Corpus Christi, Texas, intending to return the same day. Owing to weather conditions, however, he was forced to remain over until Thursday. Lieutenant Larson announces that the landing at Corpus is rather difficult unless a person is thoroughly familiar with the field. The field is being plowed up and is unsafe to land in. There is however, a good field east of the baseball park with ample room for a good landing.

The long looked for Sabre Drill for the Officers of the 2nd Group (Bomb) started on Monday afternoon the 27th of March, with Major Blackburn Hall, Group Commander, officiating. It looked for a time as if a few of our fellow men would be beheaded, because of the promiscuous way they handled the newly acquired frog stickers.

Also, Trap Shooting was in force on Monday afternoon, and some very good scores were recorded. Our newly acquired Captain Berman distinguished himself with the little clay birds, and the ADDITIONAL WEIGHT of this officer is felt in this Group to a very good advantage. But, of course, it must be understood that we are not speaking for the ships on the line, as they must determine this for themselves. A great many of the officers have expressed their desire to see the Captain take off in a "Jenny", and the Captain by the way, has a very good sense of humor and is expected to please the troops and give them a few thrills in the near future.

Speaking of flowers, it may be well to note here about the number of young officers that can be found every evening after office hours man-icuring the soil around their respective quarters. The various poses one may see while strolling along are very amusing. Some of these future tillers of the soil may be seen digging and spading, while others are planting, and still others (those more industrious boys) may be seen with hands on hips gazing with longing eyes for their most precious "Glories", which it is hoped will soon bloom forth.

### Carlstrom Field, Arcadia, Fla., April 6.

The Chief of the Internal Revenue Air Service at Miami, Florida, called on Carlstrom Field, on April 4th for five complete Liberty Motor cylinders to repair one of their planes used to locate rum-runners operating off the East Coast of Florida. Within an hour after the message was received, Captain Woolsey and Lieut. Webster were on their way across the Everglades with the parts for the disabled plane. John Barleycorn must have turned a barrel-roll in his grave.

Lieutenants Haddon, McClellan, Watkins, and Merrick flew to Daytona Beach over the week-end to attend an Aerial Meet. Both planes arrived back per schedule. Note: They can go again.

The redoubtable Art Smith revealed a human streak on Wednesday when he slipped a cog in landing his celebrated twin-tail training omnibus and scattered it about the prairie.

Lieut. Colonel Danforth, Commanding Officer of Langley Field, visited Carlstrom on his way to Cleveland, Florida. Colonel Danforth was ferried from Jacksonville, Florida by Lieut. Corkille. After a short visit with

Carlstrom Field, Arcadia, Fla., April 6. (Cont'd)

Major Royce, Col. Danforth left for his oil claim or peanut ranch near Cleveland, Florida.

Major and Mrs. Ralph Royce entertained a number of officers and ladies at an evening bridge at the Commanding Officer's Quarters on Wednesday, March 29th. Mrs. F. S. Woodward and Captain C. R. Rust bore away the spoils, and everyone present had a very nice time.

On Friday, March 31st, the Officers held their regular dance at Ryan's Dancing Pavilion near Arcadia, Florida. The party was a huge success, and about a hundred couples participated. Sounds of revelry by night are said to have drifted in from that end of town until well on into the cold grey dawn. Music was provided by the Collins Jazz Band of Tampa, with vocal impromptus by Lieut. Barney Tocher.

The baseball season was opened at Carlstrom Field on Sunday, April 2nd, Carlstrom losing to Brewster by a score of 15 to 13. The game was marred by many errors and by much loose playing in the infield, but the local team revealed plenty of good individual material, which should show up to advantage as the season advances. The large attendance bore witness to the great interest taken in Carlstrom Field Athletics by the neighboring communities.

March Field, Riverside, Calif., April 1.

MARCH FIELD IS BEING CLOSED.

The curtain has risen for the last sad act, the lights are dimmed and the orchestra is playing "Hearts and Flowers". The old folks, alone and without friends, are about to be turned out of the old home. The villain, armed with the papers, has appeared and presented a deaf ear alike to the tears of the aged couple and the hisses of the audience. Our ears are strained expectantly for the distant hoof-beats proclaiming the return, after all these years, of the youngest son, who by sheer merit has cleaned up at Tia Juana and should arrive just in time to fling the bank roll at the feet of the cursing and frustrated villain, thereby saving the old home. Right here, however, is where this drama does not run true to form. Little Willie remains AWOL and it looks as though this time the old folks would surely hit the sidewalk.

When the dozen or so officers left for Hawaii some time back, we refused to be perturbed. Likewise, when the 23rd Squadron went away two weeks ago. Now, however, we know that the old place is going, for recently a crew of civilian workmen have appeared and are now ruthlessly engaged in crating up all of the most treasured possessions of Captain Longley. Up until now we had hopes that maybe things would come out all right in the end. Hasn't it always been true that after Little Eva passes away before your very eyes you will undoubtedly later on find her alive and well at the front door of the Opera House selling her photographs? And doesn't the beautiful country girl invariably break into the sawmill and drag the hero off the log just as the buzz saw is about to nick into his curls? Certainly! And so we have believed all along, in accordance with the sound and time honored principles of American drama, that no matter how dark and dreary things might be in the third act, the villain would undoubtedly get his in the fourth. But this show somehow doesn't wind up properly. Strangers are nailing up and taking away the old rocker and the baby's crib, while grandfather's portrait is already on the dray.

But the old place will not be forgotten for quite some time. In the gatherings of years to come, after the the flight surgeon has been carried home to bed and we can feel free to tell on ourselves, the old March Field Tee will be dragged out many times. She was a good old field - why I remember when - - yes, yes, old man we understand, you are going to tell us about the time when Major Clarke, in his bluff hearty way, slapped you on the back and said, "My boy, that was the finest first solo flight I ever saw. Give all the cadets a holiday." Or about that time Dinger said, "I agree with you perfectly"! And also about that gopher that dug such big mounds about the time we first went solo and cleverly concealed them right in the path of our ships. Why I myself can take you to the exact spot where I nosed over that time and point out the very gopher - - - - -

\* \* \* \* \*



March Field, Riverside, Calif., April 1. (Cont'd)

Lieutenant Wieners has been recruiting for some time for the 19th Squadron, soon to leave for Hawaii. His party consists of himself, four men and the necessary equipment in the way of an exhibit and reconnaissance car. They will visit the principle towns in the surrounding territory, and it is hoped that their efforts will go a long way toward making up the present shortage of sixty-seven men in the required peace strength of the 19th Squadron.

The newly reorganized 19th Pursuit Squadron team tangled with the Temecula Indians at Murrietta Spring last Sunday. The Indians slipped over a dark one in the form of an eleven inning struggle. When a brand new team, with brand new uniforms 'n' everything, and trained to play a nine inning game, runs slap into eleven innings first crack, they can't be blamed for dropping said game 5 - 4. It was a darned dirty trick!

Crissy Field, Presidio of San Francisco, Calif., April 4.

The national magnet at the present time seems to be Radio, which is rapidly drawing all men unto it. In its efforts to meet the demands of the thousands of radio "fans" in the Bay district, the University of California Extension Division requested the cooperation of Crissy Field with the result that on Friday of last week Mr. Allen Smith, an Air Service Reserve Officer, who is at present connected with the University of California, announced from a Crissy Field ship, in which was installed an SCR-68 telephone set, a course of lectures on radio to be delivered in San Francisco by Mr. Herbert E. M. Metcalf, a radio expert formerly connected with the Air Service. Judging from the enthusiastic attendance at Mr. Metcalf's lectures, Mr. Smith's announcement was a "sho' nuf" "heavenly" message.

The shortage of enlisted personnel, which has made it difficult properly to perform the many and varied Post duties, should be considerably relieved by the addition of forty Air Service casuals who arrived at the Field Saturday morning, April 1st, from Ft. McDowell. These men have just returned from the Philippine Department, and are being held here pending their discharge which, in the majority of cases, will be accomplished on or before July 1st of this year.

Visitors at the Post during the past week included 1st Lieutenants Harry Weddington, who is scheduled to sail on the Transport "Sherman" April 5th for the Philippine Department, and First Lieutenants Earle H. Tonkin and C. R. Melin from March Field, Riverside, California.

The social bee is again buzzing in the Ninety-First Squadron's bonnet, if we are to believe the rumor that Saturday, April 8th, will witness one of season's most enjoyable enlisted men's dances. Watch our next issue for particulars!

On March 27th Master Sergeant William F. Hohorst and his seven "go-getters" returned to Crissy Field from their two weeks' recruiting trip which has carried them through Healdsburg, Santa Rosa and Petaluma, at which latter place they established recruiting headquarters. Seven recruits have been added to the ranks of the Air Service as a result of this trip; and Sergeant Hohorst reports that were it not for the lack of transportation funds, this number could have been more than doubled. The eager interest and keen desire to join the Air Service manifested by the majority of prospective recruits approached by the men from Crissy Field, wavered, waned and finally resolved into inaction because of the lack of the necessary supply of "filthy lucre" to transport them to Crissy Field.

Acting as Casual Officer on board the Transport "Somme" our Lieutenant John B. Patrick sailed for New York last Tuesday, March 28th. Upon his arrival in New York, Lieutenant Patrick will enter upon a month's leave of absence. There is no use trying to dodge Fate. If the "Flue" doesn't get you, the wanderlust will.

Rockwell Air Intermediate Depot, Coronado, Calif., April 3.

A visiting plane from Venice, California, stopped at this Field Thursday and Saturday en route from Lower California, near Ensenada, Mexico. The pilot was Mr. H. E. Patterson, and his passengers were Robert Fight and C. H. Bobb of Los Angeles. They were on a hunting trip.

Rockwell Air Intermediate Depot, Coronado, Calif., April 3. (Cont'd)

The radio school in the E & R Department is very busy at present and the students have been receiving instructions in installing airplane radio sets, operating keys and some theoretical and practical lessons in electricity. The chief instructor in the radio department, Technical Sergeant Teller, is an ex-officer, and gained lots of experience in the A.E.F. in radio and communication activities.

The airplane testing section of the Field, under the guidance of Mr. Chester C. Cole and other able mechanics, including Staff Sergeant Breguglia, Staff Sergeant Anderson, Corporal Boyle and Privates Bellisario and Medley, are busy getting sufficient DH 4 B's ready for the coming forest patrol.

The Post Exchange Restaurant has been reopened and is now ready for all kinds of business. Not only is sufficient space available for civilian employees and others who take their lunches on the Post, but there is also room for pilots and passengers of visiting planes, who happen to arrive at various times.

Ross Field, Arcadia, Calif., April 7.

A Free Balloon flight took place from this field April 6th in charge of Captain L. D. Stone as pilot. After making five flights and covering considerable distance, Captain Stone nearly succeeded in making his final landing on the post. A slight ground wind prevented this however, and the landing was effected about one half mile from the original starting point.

First Sergeant Dave Riley, Air Service, was retired from active service after an enviable record made in more than thirty years of honorable service. For the first time in the history of Ross Field, the Provisional Battalion was paraded for Sergt. Riley and the Commanding Officer personally commended the soldier and conveyed the good wishes of the Command.

Lieut. Healy left this post enroute to his new station, Scott Field, Ill., Monday April 3, 1922. Lieut. Healy was accompanied by his mother and sister who had recently joined him.

Lieut. C. M. Brown leaves for the same station in a few days. He has been granted a delay of fourteen days enroute.

Lieut. J.D. Shoptaw received orders to proceed to Chanute Field, Rantoul, Ill., for duty at the Air Service Mechanics School at that post. Lieut. Shoptaw and family plan to leave for their new station within a few days.

The nine hole golf course constructed by Major Barry is now in excellent condition and, judging from the number of post people striving for "honors" its success is already assured.

Aberdeen Proving Grounds, Md., April 14.

The spring season has been ushered in at Aberdeen Proving Ground with an unusual amount of aerial activity. A very comprehensive bombing program has been provided by the Ordnance Department, which will keep all equipment and personnel busy for some time to come.

In addition to routine bombing, a large amount of cross-country flying is planned for training purposes, as well as the location of suitable emergency fields between Baltimore and New York.

The pilots rejoice in the acquisition of a number of new DH4B's which have replaced certain old and faithful relics relegated to the boneyard.

The above mentioned new planes were ferried in spite of bad weather by Captain Carolin, Lieut. Phillips, Lieut. George and Lieut. Graybeal, all of this station, from Fairfield, Ohio. These officers took advantage of the opportunity to visit the wonders of McCook Field and were much impressed.

Considerable progress has lately been made in the levelling of the high spots in the aviation field. It is expected that this work, which was interrupted during the winter, will be completed during June.

Hqrs. Camp Nichols, Rizal, P.I., February 11.

The Coast Artillery target practice season having closed this week, the 3rd Squadron (Pursuit) returned to its home station at Clark Field, Camp Stotsenburg, Pampanga, P.I. The Alert Flight of the 2nd Squadron (Observation) which has been at Paranaque Beach during the Artillery shoot has also returned to its home station at Kindley Field, Ft. Mills, P.I.

Hqrs. Camp Nichols, Rizal, P.I., February 11. (Cont'd).

The 6th Photo Section under the command of First Lieutenant Willis R. Taylor, which has been at Paranaque Beach throughout the target practice season, will take station here instead of returning to Clark Field.

The Polo Detachment, 9th Cavalry, which has been here during the Military Tournament, will hike to Camp Stotsenburg, their home station.

The Far East Carnival has been the center of interest in Manila during the past week, and passes have been much in demand. The white Scotch Collie "Blanche", belonging to Lieutenant Charles M. Leonard, Air Service, of this station, won first prize at the Carnival Dog Show.

Hqrs. Camp Nichols, Rizal, P.I., February 18.

During the past week cross-country flights were made to Clark Field, Pampanga, P.I., by Lieuts. L.C. Hurd and E. Johnson; a flight to Lucena, Tayabas by Lieut. C. Bettis with Lieut. A. E. Davison, Philippine Scouts as passenger. Lieutenant Bettis landed and made an inspection of the new field, which has been prepared by the progressive civil authorities of Lucena. A number of local flights were made by officers of this station. Major Byron Q. Jones, Department Air Officer, flew at Paranaque Beach, practicing ground harassment with fixed guns on a DH-4B. Captain F. R. Lafferty made a trip to Corregidor to observe the Coast Artillery practice. Photographs of the Manila Carnival were taken by the 6th Photo Section.

Major and Mrs. Byron Q. Jones returned to Manila on the Transport "Merritt" February 14th, after spending a month in China. Lieutenant and Mrs. W. R. Taylor left Wednesday for a fifteen days rest in the mountains at Baguio.

Kindley Field, Fort Mills, P.I., February 13.

Lieutenant L. R. P. Resse, who arrived on the February transport, has been assigned to the Second Squadron.

Captain David B. Doty (P.S.) the Kindley Field Quartermaster, returned to duty the first of the week. He has been at the Sternburg General Hospital, Manila, for treatment.

Lieutenant G. H. Burgess, Supply Officer of the Second Squadron, visited Paranaque Beach, Wednesday, checking property of the Squadron.

Kindley Field, Fort Mills, P.I., February 20.

Aerial observations were made for Battery Cheney (12-inch rifle) on February 15th by Captain Edwards and Lieuts. Palmer and Burgess of this field. DH4B airplanes of the Alert Flight, 2nd Squadron (Bombardment) were used.

Lieut. Edwin Johnson reported for duty February 9th with the 2nd Squadron. He has been on detached service at Paranaque for the last three months in command of the "Alert Flight". Since his return he has been assigned as Armament Officer and Transportation Officer.

The 2nd Squadron (Observation) and Balloon Companies 12 and 27 participated in a review held at this station on February 17th.

Clark Field, Pampanga, P.I., February 18.

The activities of the past week have mainly revolved about the inspection of Col. Eltinge, Department Inspector, which was concluded for this station on Saturday morning, February 18th, when the Colonel was ferried to Manila by 1st Lieut. R. Baez, Jr. In preparing for the eventuality of an inspection in minute detail, some splendid drills with practice pack equipment inspections have been held, which have greatly increased the military proficiency of the command. The inspection being tactical in nature, Camp Stotsenburg troops have been in the field alternately throughout the week. The Third Squadron has furnished bombing and strafing formations and reglage planes on such occasions and its satisfactory work, in consideration of the slight current practice in these maneuvers, has been very gratifying. One of the most interesting missions took place on the

Clark Field, Pampanga, P.I., February 18. (Cont'd)

17th, when a three-plane formation lead by 1st Lieut. G. W. Pardy (Pilot) with Major A. H. Gilkeson as bomber and gunner was called out by the Commanding General of troops. Each plane carried ten seventeen-pound fragmentation bombs and two hundred rounds of ammunition for the duplex Lewis guns, all of which were expended on the foot-hill targets. While no targets were scored with the bombs, of seven drops by two planes on the Artillery targets, one fell within forty and six within one hundred yards of the enemy battery, shattering the terrain for a large radius with bomb fragments. Sergeant Calvino of the Armament Department made the closest score.

Flights for the week totalled 16, with 16 hours and 55 minutes flying time.

Brigadier General Johnson Hagood, the new Commander of Camp Stotzenburg addressed the assembled officers and ladies of the Post on Saturday evening at the Post Exchange auditorium. The General spoke for over an hour on service in the service and incidentally details effecting the general and individual welfare of the command. It was just such a talk as we have needed and been awaiting for a long time and life here already has become more cheerful and worthy affair. General Hagood has a sincere belief in the efficient performance of seemingly small details; in service to each other to the limit consistent with the ability to render service and above all, in the motto so successfully upheld by his old division, "Can do". To the junior officers in particular, the General advised that upon their manner of performing the relatively unimportant assignments of peace time is built the service reputation which may determine in war whether one is to rise or fall. The Air Service is with the General in this excellent policy to the limit and its going to take a thing impossible of performance to make us say "No can do".

Chanute Field, Rantoul, Ill., April 11.

1st Lieut. D. C. Beaton, A.S. and 1st Lieut. A.C. Wilkins, A.S. arrived by airplane from Dayton, Ohio, April 8, 1922 and spent the week end at Chanute Field. They left on April 10, on their return trip to McCook Field, from which point they will proceed to Bolling Field, Washington, D.C., their proper Station.

The frontier dance, held at the Officers Club on Monday April 3, was tremendous success. The guests attended in the attire of the pioneers, which in itself presented a gay, not to say thrilling, spectacle. At the door each one was presented with a sack of canteen money and a cordial invitation to make the most of their chances at the various games which were in progress. They did, and some surprising talent at card manipulation was discovered among the usually staid Natives. The skill with the galloping dominoes displayed by Lieut. Kunkel and 'Hank' Wooldridge was nothing short of marvelous. Their combined winnings for the evening amounted to two thousand seven hundred and seventy seven dollars, equivalent to twenty three cents, American money. Refreshments in the form of Hot dogs and Hamburger were served in the course of the evening and the guests were kept refreshed by copious draughts of 'almost suds' served from a real keg.

Brooks Field, Texas, March 31, 1922.

Lieutenant Colonel Paul Hurst, Inspector General's Department, is making the annual inspection of the Field this week. His inspection is more thorough than usual, but he seems pleased with the general condition of the Field.

Last Saturday morning showed many new faces on the Field. Thirty-five recruits arrived from Colorado, seemingly a very good class of men. This makes about 75 recruits now on duty here to take the place of 165 men to be discharged within the next three months.

The smoker at the Service Club on Monday night was well attended by the men of the post. The amusements were chiefly boxball, pool, "42", chess, cards and checkers.

Altho no official notice has been received, it is understood that 1st Lieut. John S. Crawford, of this Field, now on detached service at the Communications School at Ft. Sill, has been transferred from the Air Service to the Infantry.

Scott Field, Belleville, Ill., April 10.

The post is being beautified by the planting of small trees on either side of the main road. Flower beds have been made and planted in and about all quarters, barracks and offices, and if the efforts put forth are blessed with good growing conditions, the field in summer will be a beauty spot.

Work on the new hangar is going on in spite of adverse weather conditions. The north door is in place, all A frames are erected, and steel is being erected in the 4th bay. Concrete work has been started on new boiler plant as well as excavations for docking rails. All steel necessary for completion of hangar is on hand at the field.

A baseball league will be formed at the post for interpost competition, the 9th and 12th Companies, the Quartermaster Detachment and the Civilian Employees will have teams entered in this league. It is hoped that this league will enable us to have a larger collection of players from which to pick a strong and representative post team. As soon as the weather permits, the new baseball diamond will be laid out at southern end of the field.

A tent hangar is being erected on the southern end of field for the purpose of housing the kite balloon and it is expected that this work will be completed within ten days.

Mrs. Kathryn Hall, wife of the late Lt. John R. Hall, who has been the guest of friends at this post, left Saturday night for her home in Cincinnati, Ohio.

Lt. and Mrs. A. H. Foster left Friday morning for Langley Field, Va., making the trip by automobile.

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

FOR RELEASE MAY 13, 1922.

AIR SERVICE OFFERS OPPORTUNITY  
FOR COMMISSION  
IN  
U. S. ARMY RESERVE CORPS

How can I become an Airship and Balloon Pilot and at the same time obtain a commission in the U.S. Army Reserve Corps? No doubt many young men, recently graduated from College or about to obtain the coveted sheepskin this coming year, would be interested in such a proposition and would be glad to grasp the opportunity if they knew it existed. There does exist such an opportunity and it is not limited to college men alone, but in many instances, where a man is possessed of a good High School education, the curriculum of which includes sufficient mathematics and science, he may, upon satisfying the Examining Board as to his qualifications, be admitted to the Air Service Balloon School as a cadet and candidate for a Reserve Commission.

The Army Air Service has established schools for the training of Airship Pilots and Balloon Observers. The object of these schools is threefold, first:- to provide an adequate Officers Reserve Corps; second:- to educate the young men of modern times in Aeronautics, past and present, and the possibilities of aeronautics in the future; and, last, but by no means least:- to promote the science of commercial aeronautics. This last object will have a far reaching benefit if it is carried out as contemplated. Even at the present time commercial aeronautics has become a leading economic factor in some countries, and this country has far greater possibilities, due to the governmental monopoly which the Army Air Service has on the Helium supply in the United States.

The question may here be interposed, "Why should this have any bearing on the possibilities of Airships?" Helium is a non-inflammable gas known to exist in the southwest part of the United States, particularly in Texas. Although, admitting the highly inflammable character of Hydrogen Gas, there have been very few Airships destroyed, the cause of which can be traced either directly or indirectly to Hydrogen. Nevertheless, the known characteristics of this gas had at least a moral effect on the promotion of Commercial Aeronautics which the discovery of Helium alone can eliminate.

Extensive investigations have been carried on to determine the extent of Helium resources and considerable money expended to develop the equipment necessary to place this gas on a production basis.

A maximum monthly production of Helium is now possible amounting to approximately 1,000,000 cu. ft., and it is safe to predict that future production as required is assured.

Some of the recently designed ships have a lift of between fifty (50) and seventy (70) tons, over all, or over the weight of the ship itself. The use of Helium will make ships of this type practically as safe for transportation as the present over-land express. A line of ships of this type from New York to Chicago, to St. Louis, to Omaha to Salt Lake to San Francisco is not a mere possibility, but within, say, ten years, it will more than likely be an actual fact. The airship today is in the same category as the automobile of 1905, and how many automobiles were seen on the streets in those days? Those who have prepared themselves for the situation will find ample opportunity for utilizing their knowledge when the airship takes its place among the approved modes of transportation, and upon them will fall the responsibility of success or failure of commercial aeronautics, and to them will go the rewards when success is finally achieved.

It is impossible, in the brief space allotted, to go into all the possibilities of the airship. All that can be expected is to arouse your interest in this

all-important subject to the extent that you will not let it rest without further investigating its possibilities and deciding whether or not the predictions are logical: for those who agree that they are, the Government offers a course of instruction leading to a Reserve Commission at the Balloon School, Ross Field, California.

The course at this school covers a period about of ten (10) months, and includes primary training in Airships. An advanced course in Airship work is offered at Langley Field, Virginia, for those who complete the Balloon Observers' and Primary Airship course at Ross Field. This advanced Airship course covers a period of about six months, and when the cadet graduates he is competent to handle any Airship in this country at the present time. This advanced course at Langley Field is not necessary to qualify for a Reserve Commission as it is given on completion of the Balloon Observers' Course. While retaining a Reserve Commission in the Air Service, the qualified Pilot may, as the opportunity presents itself, continue his flying training by taking periodical flights in the craft he is eligible to pilot.

Cadets are paid at the rate of \$75.00 a month, exclusive of board, lodging and clothing. Applicants are desired between the ages of 20 and 25, preferably not over 30, and unmarried.

### THE 103RD DIVISION, AIR SERVICE

Progress in the organization of the 103rd Division, Air Service, has been fairly rapid considering conditions. Other Air Service units will be organized later. They will come under the head of "Army Troops". Names and qualifications are now being considered and set aside for the 436th Pursuit Squadron, Pueblo, Colorado; 437th Pursuit Squadron, Deming, New Mexico; 438th Pursuit Squadron, Santa Fe, New Mexico, and 439th Observation Squadron, Phoenix, Arizona. No Corps Air Service troops or lighter-than-air units have been allocated in this divisional area.

A keen interest in Air Service activities exist among reserve officers. All that have been interviewed are anxious to get hold of the "old stick" again and make inquiries as to the possibilities of a fifteen-day training period. Some of them have shown enough interest to write their Congressmen in Washington urging them to make sufficient appropriation for the Reserve Training Camp and to sustain the four million dollar appropriation.

Captain Charles A. Pursley, Air Service, was assigned to duty with the 103rd Division, Air Service (8th Corps Area) with station at Colorado Springs, Colorado. Two rooms in the Federal Building at Colorado Springs are set aside for the headquarters of this Division.

Captain Pursley, in his endeavor to obtain a suitable flying field at Colorado Springs or in the immediate vicinity, has invited recommendations as to a site from the Chamber of Commerce, civic organizations and citizens of the community. He has already inaugurated a publicity campaign.

### AERO MEET AT MONMOUTH, ILLINOIS

The Aero Club of Monmouth, Ill., are working on plans to hold an Aero Meet in that city on June 15th, 16th and 17th. From present indications, about 30 ships will participate therein.

The Club has been working out an aerial route between Chicago and Kansas City and announced that a schedule service between Monmouth and Chicago, with a 2-passenger ship, would go into effect on April 24th; also, that later in the season a larger ship with cabin facilities will be added.

### COLONEL TRUBY LEAVES THE AIR SERVICE

Colonel Albert E. Truby, Medical Corps, succeeded recently by Lieut. Colonel William R. Davis, Medical Corps, as Chief of Medical Section in the Office of the Chief of Air Service, has assumed command of the Letterman General Hospital, Presidio of San Francisco, California.

During his three years of service in the Office of the Chief of Air Service, Colonel Truby's efforts in the medical field of aviation were productive of excellent results. Through his efforts the Medical Research Laboratory, Mitchel

Field, L.I., New York, where the School for Flight Surgeons is conducted, became a recognized special service school last year.

Colonel Davis has spent the past three months at the Medical Research Laboratory, and will assume active charge of the Medical Section about May 1st.

### INTERNATIONAL AIR LINES IN EUROPE

A meeting of the International Air Traffic Association recently held at The Hague was attended by the following persons: M. Hermant, representing the Compagnie Franco-Roumane; Mr. Jacobson, representing the Svenska Luft Trafik Aktiebolaget; Mr. Meisterlin, corresponding member of the Association for Norway and representative of Det Danske Luftfart Selskab; M. Pierrot, representing the Compagnie des Messageries Aeriennes; Lieut. Plesman, of the K.L.M.; Mr. Renaud, representing the Societe Nationale pour l'Etude des Transports Aeriens, and Herr Wronsky, representative of the Dantziger Luft Reederei and the Deutsche Luft Reederei.

Lieut. Plesman, manager of the Royal Dutch Air Navigation Company, was elected Chairman.

Discussion of plans for next summer resulted in the following international lines being decided on:

1. London-Amsterdam-Bremen-Hamburg-Copenhagen.
2. London-Amsterdam-Bremen-Hamburg-Berlin.
3. London-Brussels-Dortmund-Berlin.
4. London-Paris-Lyons-Geneva.
5. London-Paris-Lyons-Marseille.
6. Amsterdam-Brussels-Geneva.
7. Paris-Strasbourg-Prague-Warsaw-Vienna-Budapest-Bucharest-Constantinople.
8. Konigsberg-Moscow, communicating with the railway services between Berlin and Konigsberg.

It was further decided that the Central Office should issue regulations for aerial services binding upon all the companies which were members. The Central Office was invited to communicate with the Secretariate of the International Postal Union, in order to call that Union's attention to the fact that, although it was impossible to maintain regular services throughout the whole year, such services were possible from April to September, so that during that time the mail can be regularly carried by airplane. The Central Office was also invited to communicate with the Traffic Committee of the League of Nations. Efforts will be made in the direction of simplification of customhouse formalities.

It was further decided that motors should be equipped with an apparatus which served to muffle the sound; that large passenger airplanes should carry a pilot and assistant pilot; that machines destined for flights lasting over four hours should be equipped with a lavatory, and that the main parts of the machines should be constructed in such a manner as to be easily exchangeable.

The French Companies, the Belgian and the Slovak Companies have been invited to become members of the Central Office.

The next meeting will be held on July 31st, probably at Brussels.

### GENERAL MITCHELL VISITS MITCHEL FIELD

Brigadier General William Mitchell, Assistant Chief of Air Service, accompanied by 1st Lieut. L. J. Maitland, Air Service, arrived at Mitchel Field by air from Bolling Field on Friday, April 21st. The General spent several days at Mitchel Field and vicinity inspecting the sites of several aircraft corporations. He flew to all outlying stations, among them the plant of the Thomas-Morse Aircraft Corporation, Ithaca, N.Y., and the Witmore-Lewis Aircraft Corporation at Hasbrouck Heights, N.J. General Mitchell remained over for the Aviators' Ball on the evening of Monday, April 24th, and returned to Bolling Field on the afternoon of April 25th.



### CURTISS EAGLE FLOWN TO MITCHEL FIELD

Lieut. Eugene H. Barksdale, Air Service, returned to Mitchel Field on the afternoon of April 22d, flying the Curtiss Eagle. He spent three or four days ferrying this plane from Langley Field to its destination, due to bad weather and motor trouble which necessitated several forced landings, all of which, however, were made without accident. The Eagle came through in good shape.

### AIR SERVICE SQUADRONS DEPART FOR PANAMA

The 24th Squadron (Pursuit) consisting of three officers (Captains William E. Farthing and Norbert Carolin and Lieut. Arthur K. Ladd) and 125 enlisted men, and the 25th Squadron (Bombardment) consisting of three officers (Major Norman J. Boots and Lieutenants Cornelius J. Kenney and Edward E. Hildreth) and 126 enlisted men, departed from Mitchel Field for service in Panama on the morning of April 22nd, and sailed from the Army Base on the U.S. Army Transport SOMME in the afternoon of the same day. The departure of these squadrons reduces the garrison of Mitchel Field by about one-third.

While at Mitchel Field these squadrons had no regularly assigned flying equipment and were strictly engaged in securing individual and organization property, and in training the men in duties incident to foreign service. Prior to the departure of these two organizations, they were inspected on several occasions by the Commanding Officer of Mitchel Field in an effort to determine their exact status as to whether or not they were conditioned in every way for departure for service in the Canal Zone. Reports of these inspections indicate that both organizations left in good condition. Mitchel Field regrets to lose these two organizations, particularly so since many of the older noncommissioned officers and valuable enlisted specialists went with them.

### NEW TEST PILOT FOR THE MB-7

Captain Mulcahey, of the Marine Corps, has arrived at Mitchel Field and relieved Lieut. Fler as test pilot for the MB-7. Immediately upon his arrival, and almost daily since, Captain Mulcahey has flown this little plane. For the past few days he has been taking it over the measured course in an effort to determine its maximum racing speed. The course over which this plane has been flown lies over a portion of two neighboring villages, Garden City and Westbury. Captain Mulcahey has flown the plane rather low in order that he might stay directly over his pylons and not stray from the course. Several reports have come in from these neighboring villages of an unusual noise and disturbance overhead. Chiefs of Police of these towns have been unable to locate the noise, due to the fact that the airplane, when opened up, apparently cannot be seen, due to its great speed.

### ART SMITH GOES TO MCCOOK FIELD

The celebrated civilian aviator, Mr. Art Smith, who has been testing out a new type of double-controlled training ship of his own design during the last few months at Carlstrom Field, left for McCook Field on Wednesday, April 19th. Mr. Smith's departure will be regretted by everyone with whom he came in contact at Carlstrom Field.

### APRIL FLYING RECORD AT CARLSTROM FIELD

Records of the Flying Office at Carlstrom Field show a total of 2439 hours and 50 minutes flying time for the month of April, 1922. This time was flown in the following type ships: JN4-6 Curtiss, DH4B, Vought, Spad, Thomas Morse and Nieuport.

## BALTIMORE TO HOLD AIR MEET

Every year since the close of the war the Baltimore Flying Club has held an aviation meet or, as it is now called, an Exhibition of Aircraft. Each year's meet so far has proven to be a bigger success than the last. In 1919 there were hardly half a dozen ships on the field; in 1920 there were twelve or fourteen, and the meet lasted an entire week. This, however, did not prove satisfactory, for in 1921 the Club went back to the single day meet and drew the largest crowd they had up to that time, while the exhibiting ships numbered about twenty-five, including commercial planes, sport planes, Army and National Guard planes.

A departure is to be made this year in having an event for water ships, that is, seaplanes and flying boats. This is easily possible for Logan Field, as the Club's beautiful and well kept airdrome is within a few hundred yards of the Patapsco River, a wide and well protected landing harbor.

The principal event, however, will be for land planes, and the contests will be divided into four classes, e.g. (1) for commercial planes designated as ships carrying useful load of 750 lbs. or more; (2) for sport planes which includes all one, two and three seaters; (3) for service pilots, Army pilots, Navy pilots and Marine Corps pilots and (4) for National Guard pilots.

For the first time prizes will be awarded. They will not be for speed or high altitude but rather for efficient design and precision flying. This does not mean that there will be no speed races, for there will be several, but rather that speed will be secondary to speed range.

It is expected that practically all the entrants at the New York show to be held April 30th will remain over for the Baltimore event, and a number of additional commercial entries will be received from the middle west.

## PENALTIES OF PROGRESS

### Air Travel must have its accidents

Following the air disaster on April 7th last, when two airplanes of the London-Paris passenger service collided in a fog, killing six out of the seven people on board, the London DAILY EXPRESS made the following editorial comment on the accident:

"There has been a tragic accident to two airplanes engaged on the London-Paris service. The two machines came into collision in a fog and six lives were lost. No person with imagination can help feeling the horror of the disaster. Nevertheless, the public must keep their heads. How often have we not heard of collisions at sea, characterized by all the tragic incidents associated with such disasters? Or of railway and motor-car accidents? Yet nobody ever protests, however startling the details, that he will never again travel by ship, train, or car. These means of locomotion are so well established that any idea of discarding them because of an occasional accident seems absurd. In the case of airplanes it is, unfortunately, not so. Some people, doubtless, will use this disaster as a text for a sermon on the dangers of traveling by air, and will try to persuade themselves and their friends never to do so. It is a most unreasonable attitude. Considering the infancy of the science of aviation and the small percentage of accidents recorded, air travel is remarkably safe. Only it is new, and the human mind shrinks instinctively from an unaccustomed experience. Dread of unfamiliarity rather than dread of actual danger is the cause of all such foolish talk."

## AIRSHIP SERVICE TO INDIA AND AUSTRALIA

Sometime ago the British Government decided to discontinue the use of airships as part of its aeronautical program, and just recently concluded arrangements whereby all of its airships and equipment were to be turned over to the Disposals Board. Coincident with this decision an offer has been made to the British Government with a view to rescuing that country's airship fleet from destruction and inaugurating regular passenger and mail services to India and Australia.

Commander C. Dennis Burney, following his investigation of the position of airship development in Great Britain, has issued a circular letter pointing out that owing to the perfecting of recent inventions he found that an

imperial air line could be started to India, Australia and China - one that would be on a true commercial basis; that the time of transport would be cut to one-third of that now existing, and the cost per passenger would be slightly less than that for first-class existing fares. Commander Burney stated that the largest engineering and oil companies in Great Britain are associated with him in this project. The offer to the government, he said, stated that a company would be formed, having available a capital of £4,000,000, made up of £1,800,000 in ordinary shares and £2,200,000 in debentures, for the purpose of establishing a mail and passenger service to India and Australia, subject to the Government arranging by means of a subsidy a guarantee of dividend and interest for a period of years. Of the share capital, Messrs. Vickers, Ltd., had undertaken to subscribe for 100,000 shares at par, and the Shell Oil Company 100,000 ordinary shares or debentures at par.

There was a stipulation that the Government should transfer to the company free of cost all airships, airship material, and airship bases - such as Fulham, Cardington and Howden - and supply wireless telegraphy and meteorological services. The existing ships would be used only for short flights and training, and new ships would be built capable of carrying 100 passengers and eight to ten tons of mail at a cruising speed of 60 miles an hour.

If the scheme is approved, traveling time will be reduced by a wonderful degree, as shown below:

	By air	Now by ship.
Bombay . . . . .	5½ days	17 days
Rangoon. . . . .	7½ "	21-22 "
Hong Kong. . . . .	8½ "	4-5 weeks
Australia. . . . .	11½ "	4-5 "

The new ships would be capable of reaching India with one stop, or Australia with three stops.

Dividing the subsidy between the countries which would obtain the benefit of the airship service, the cost would be, per year: Britain £91,000, Australia £40,000, India £40,000. These dividend and interest payments would cease as soon as the profits from the company were sufficient to pay them.

The program of development has been divided into two stages:-  
 1. Bi-weekly service to India.

Alternate day service to India, with a weekly extension to Australia.

Many new factors have arisen to inspire the belief that this scheme will be successful. A carburetor which will use petrol or oil combined with hydrogen will now permit the load of a ship to be increased by 40 percent; the life of an engine has been increased from 150 to 400 or 500 hours, and hydrogen produced by the latest process costs only 4s. per 1,000 feet instead of 20s. per 1,000 feet. The cost of the ship itself, due to standardized design and the fall in prices, can be reduced to from £125,000 to £150,000 each, representing a reduction of £40,000 a year per ship. - Digest from London newspaper and U.S. Commerce Reports.

### UNUSUAL EVENTS IN AVIATION

#### Desert Flying Doctor. ✓

The first flying doctor - who "drops in" on his scattered patients by airplane - has now a rapidly-growing clientele among the wandering Bedouin tribes of Syria. With headquarters in the ancient city of Palmyra, Dr. Martinet flies in his touring airplane over the Syrian desert, alighting whenever he discovers, from his bird's-eye view-point, a tribe of Bedouins encamped.

His fame as a physician has already spread far into the desert, and whenever his plane lands Bedouin patients flock to consult him. Although his practice covers a wide area, and his nomad patients are constantly on the move, it is comparatively easy, the clear air of the desert making it possible for an aviator to distinguish encampments at a great distance, for an airplane to keep in touch with scores of wandering tribes.

Dr. Martinet has, in fact, already flown to and treated over 100 serious cases, in addition to many minor ones.

#### Seven Hours in Mid-Air.

A dramatic story of his seven hours' ordeal, dangling on the end of a 200 ft. rope below a derelict observation balloon, was told recently by Engineer Clinchemaille, of the French Army, at Angers.

Tearing itself free in a high wind from the half dozen soldiers on the mooring, the balloon sailed up into the sky with Clinchemaille hanging head downwards, his feet firmly entangled in the rope's end. Two of his comrades, after holding on for a few moments, fell to the ground. One was killed and the other seriously injured.

"I was shot up 100 feet in the first bound," said the mechanic, "and after a few more upward jerks I slowly pulled myself up, first with one hand, then the other; till I seized the rope between my knees. I then looked down. The ground was 1,000 feet below. The balloon swayed and jerked, racing down the sky on a gale, then returning slowly over the same course. I saw a huge iron ring about 20 feet up, and to this I climbed and put my leg through it, and then strapped myself to the rope with my belt, and I felt frozen. At last the gas began to give out, and after about seven hours of forced imprisonment on the rope I found that the end of the rope was touching the ground. Eventually I touched the top of a tree. I pulled my leg, stiff with the cold, out of the ring and let go, falling among the branches and smashing them in my fall to earth."

#### Planes assist Seal Catching.

A grand catch of 50,000 seals is recorded from Montreal as the first week's haul of the Newfoundland Sealing Fleet, which was guided by airplanes to the location of the herds.

### AERONAUTICAL NEWS FROM OTHER COUNTRIES

#### Italy.

The new Secretary of War, Principe di Scalea, is a well known competent in commercial aviation. He was President of the Interministerial Commission of Aeronautics, a body charged with the control of the State Aeronautics. There is no doubt that Principe di Scalea will give the Army Air Service a new impulse, starting a new era, after last year's depression.

#### Canada.

The practical utilization of the airplane during the winter and spring in Newfoundland for carrying passengers and mails and for making observations as to ice and weather conditions off the coasts of Newfoundland and Labrador has recently been successfully demonstrated. The winter isolation of Labrador was broken for the first time by Maj. F. Sidney Cotton with a Martynside airplane in flights from Botwood, at the head of the Bay of Exploits, Notre Dame Bay, on the east coast of Newfoundland, to Cartwright, on Sandwich Bay, coast of Labrador, and return.

Heretofore mail has been delivered at these northern points only two or three times each winter, the journey taking many weeks by dog sleds and entailing considerable suffering to both man and beast. Major Cotton has apparently penetrated farther north with an airplane than any previous airman, and has thus demonstrated that the present arduous method of transportation is no longer necessary. The trip up required 1½ days, due to minor trouble and to blizzards on the way, but the return was completed in 4 hours and 45 minutes. Major Cotton made an average of 120 miles per hour and found the temperature about 10 degrees below zero. -Commerce Reports.

#### New Zealand.

The Auckland Service Aero Club completed negotiations during February with the New Zealand Aero Transport Co. for the amalgamation of their interests in the Auckland district. The combined interests plan to link Auckland with Wellington by air and to establish branches from those points. Government cooperation will be enlisted in having regular air routes surveyed and plotted and suitable landing grounds established with the key airdrome at Auckland. Arrangements have already been made for the importation of three airplanes, and additional capital to the amount of £20,000 is being raised by subscription in Auckland for the erection of the airdrome. - Commerce Reports.

## AERONAUTICAL NEWS FROM OTHER COUNTRIES (CONT'D)

### Argentina.

A federation of the Argentine aero clubs has been organized under the name of the Federacion Aeronautica Nacional with the purpose of representing the general interests of aviation in Argentina and to encourage its development and organize trials, concourses, expositions, and all aerial manifestations. Besides the Aero Club Argentino, the federation is affiliated with the aero clubs of the following places: Rosario, Cordoba, Corrientes, Santiago del Estero, Pergamino, Necochea, Tucuman, Santa Fe, and Balcarce.

### England.

From April 1st the Handley-Page Transport, Instone Air Line, and Daimler Hire (Limited) will receive the air subsidy for their services on the London - Paris route under a new scheme. The new conditions are that the Government will pay a subsidy of 25 percent on the gross takings; will provide not more than half the operating fleet on the hire purchase basis, and will give an additional grant until February 28, 1923, of £3 per passenger and 3d. per lb. of goods carried.

### France.

Trials of motorless airplanes are to take place on an extensive scale in the department of Auvergne, in central France, during the coming summer. Hitherto efforts in the direction of developing some kind of airplane capable of flying without the aid of a motor were generally regarded as having been left to Germany, but the French have now entered the field on a somewhat important scale.

The Municipal Council of Aydat, near the well-known lake of that name, has just authorized the Auvergne Aero Club to organize in the parish an airdrome for the use of the body formally known as the Experimental Congress of Motorless Aeroplanes, which is to be held there from July 15 to September 15 next. The hangars will be erected at the foot of the peak called the Puy-de-Pommegrasse. The motorless airplanes will "take off" from the top of the peak.

## SQUADRON NEWS

Crissy Field, Presidio of San Francisco, Calif., April 8.

With the cooperation of the Commanding Officer of Mather Field, and the able assistance of commissioned and enlisted pilots from that station, Crissy Field greeted Marshal Joffre on his arrival in San Francisco, April 6th, by a big formation of planes. There were fifteen ships in the formation and a series of trick formations were pulled off which the spectators agreed were the best ever witnessed around San Francisco. Captain Lowell H. Smith led the formation, and, in spite of extremely rough air, all the ships went through the maneuvers without a hitch or trouble of any kind.

The 1922 Inter-Post Basketball Series closed with Fort Scott winning from the Presidio--34-23.

The first game of the 1922 Inter-Post Baseball was played between Crissy Field and the Presidio on April 5th, the Presidio winning in the tenth inning by the score of 4 to 5. This series promises to be of much interest, as competition is very keen and six posts claim to have winning teams. The Crissy Field Team will be strengthened by the addition of three first-class players-- an A-1 pitcher, a third baseman and an out-fielder, all of whom are very much needed. This makes the chances of Crissy Field winning the penant of the best.

With the coming of Spring and continued good weather, flying activities have taken on a new lease of life. Bombing and Machine gun practice with DH-4-B planes have been very successful. Pistol Practice and Trap Shooting are going forward with a rush, and it is expected quite a number of experts will show.

March Field, Riverside, Calif, April 8.

Seventy-two ships (assorted) are to leave this station by air in the next two weeks. Lieutenant A. B. Pitts has accordingly gone into the ferrying business. His job is something between that of a train despatcher and a Casting director in the movies, with a little higher mathematics thrown in. For example: If "A" can fly one ship a day to San Diego, and "B" wants to stay down there over Sunday and "C" can fly as many as "A" and "B" put together, how in----can they all get back on Tuesday? Pitts has requisitioned on the Weather Bureau for :- Boards, ouija, complete, one.

The commanding Officer, Major Peabody, is taking advantage of a short sick leave. Captain Longley, in the meantime, has emerged from his stronghold in the Engineering Office and the sign, "Business as usual", again hangs over the door of Headquarters. Which reminds us that, now that O. D. comes around once a week and we each have from three to eight jobs, it is becoming more and more difficult to keep from getting into trouble with ourselves. For instance, the police officer gets all snarled up with the transportation officer because the police truck has been snatched off to do some work for the assistant recruiting officer. As the police, transportation and assistant recruiting officers are one and the same person, about all that remains for the poor wretch to do is to set fire to the truck and burst into tears.

The 19th Pursuit Squadron baseball team is progressing nicely. After putting away the game on Saturday with the strong Sherman Institute (Indian) team, several rubber gloves put in an appearance in the last inning among our fielders, with the result that the aborigines walked off with our game, 15-11.

Recruiting for the 19th Squadron, under the direction of Lieutenant Wieners, is making good headway, six excellent recruits having been brought in from Long Beach in the last two days.

Kelly Field, San Antonio, Texas, April 8.

The class of students have now completed the Bombing Course and are awaiting their shining silver wings from the Chief of Air Service. Preparations are being made by Lieut. Day, Officer in Charge of Training, for the new class from Carlstrom.

During the week several contact missions were made with the 4th Infantry Brigade of the 2nd. Division on its "hike" to Camp Bullis. Altho the clouds were real low and there was a drizzling rain most of the time, Lieutenants Duke, Hornsby and Ganfield were able to locate the troops and report to Division and Brigade Headquarters.

Kelly Field, San Antonio, Texas, April 8, (Cont'd)

On Saturday, April 1st, Lieut. H. F. Sessions left for El Paso in a DH-4B of the 20th, with Sgt. Ainsworth as passenger. After passing Marfa, heavy rainstorms were seen over the Davis Mountains, causing Lieut. Sessions to go far south of his course. Twelve miles south of El Paso his oil ran out, forcing him to land in some dry farming country. In endeavoring to hop over a large irrigation ditch his wheels touched a high bank of the ditch and over he went on his back, getting a few scratches, and Sgt. Ainsworth a wrenched back. Coming back, oil again forced him down five miles east of Marfa, finally getting into Kelly Field four days late.

Wednesday afternoon, April 5th, brought news to the Engineering Department of a forced landing of Lieut. Selzer of the 8th Squadron (Attack). Lieut. Selzer was forced down at Brownsville, Texas and broke several parts of the ship. Lieut. Andrews of the 90th Squadron, being the alert pilot on duty at the time was immediately notified, and preparations were made to ferry parts to Lieut. Selzer. It being too late to take off that day, the start was made about 7:30 the next morning. Two planes were necessary - one with Lieut. Andrews and mechanic, together with various spares - the other with Lieut. Doolittle as pilot and laden down with a radiator, propeller, landing gear struts, axle and various other articles too numerous to mention.

On Wednesday, April 5th, about ten Reserve Officers (Air Service) visited the field in charge of Lieut. W.A. Morris, A. S. assigned to the Organized Reserves of this Area. Among the most notable of them was Major Ed. Tobin. They visited the various operations rooms and then went out on the line to look over the XB1A's, the GAX's and the "new" DH4B's. Major John N. Reynolds accompanied the party, describing the various changes in equipment that have taken place since the war, and the duties of the Air Service of today.

On the same day Lieut. D. T. Canfield, with Sgt. L.H. Hudson as pilot, flew over the Headquarters of the 20th Infantry, 2nd. Division, for a demonstration of pyrotechnics to the Reserve Officers. The demonstration was as successful as could be hoped for with the limited supply of "fireworks" that the Division Communications Officer and Wing Operations Officer could locate in such limited time as was necessary.

The Kelly Field polo team virtually mopped up the Camp Travis All Stars to the tune of 10 to 4. The game was a thrilling one from first to last period and furnished one continuous exhibition of excellent playing and riding. Majors Heffernan and Garrison; Captain Willis and Lieut. Brophy composed the Kelly Field team and Colonel Corbusier, Majors McBride and Anderson and Captain Benson constituted the Camp Travis outfit. We hope now we have convinced some outfits around San Antonio that we have a real team. In closing we wish to say that this game was played from scratch.

Baseball is in full progress these days. During the week the 96th Squadron defeated the 20th to the tune of 20 to 4; the 11th won from the 4th Air Park 6 to 3; and the 13th Squadron won from the 26th by the score of 7 to 6.

Carlstrom Field, Arcadia, Fla, April 14.

On the evening of April 6, a very successful "Fite Nite" was conducted in Hangar "X". Five bouts for different weights were staged, one a wrestling match. The participants were in every case well matched. The events were cleanly refereed by Lieut. Strickland, and the large attendance appears to warrant a continuation of such affairs by the E. & R. Department.

On Thursday evening, April 5, Chaplain and Mrs. Maurice W. Reynolds entertained a number of their friends at a Progressive Bridge Party. Mrs. Ryder and Lieut. Hugh Bivins were the prize winners.

The Ladies Bridge Club, composed of the wives of the permanent officers of the post, met on Monday afternoon, April 9th, at the Hostess House at Dorr Field, Mrs. W.B. McCoy hostess. There were five tables. Mrs. Hugh Bivins was high score and Mrs. L. R. Hewitt second.

The Carlstrom Field Base-ball team again went down to defeat at the hands of the Brewster, Florida, team on Sunday, April 8, on the latter's home grounds, by a score of 3 to 1. Few hits, sharp fielding, and good pitching characterized most of the game and the striking improvement in the team work of the soldiers augurs well for the future.

Carlstrom Field, Arcadia, Fla., April 14 (Cont'd)

On Friday, April 6, Cadet McGinley was injured when his "Hisso" quit at a critical moment in a 180 degree landing. Though suffering from a broken arm and a number of painful bruises, the young man managed to walk back to the field, a matter of three miles or so across the palmetto scrub, to report the accident in person.

On Wednesday, April 11, Major and Mrs. Ralph Royce and Lieut. and Mrs. W.B. Woodward left Arcadia for a seven days' trip to the East Coast.

Returning from a week-end trip to Miami on Sunday, April 8th, Captain Christopher W. Ford, Officer in Charge of Training, and Sergt. White of the Flying Office passed over large sections of the Everglades on fire. Sergt. White managed to get some very good snapshots of this unusual spectacle.

Mather Field, Mills, Calif., April 10.

News of the serious accident occurring to Major W. A. Robertson, during a polo game at Del Monte on April 2nd, depressed the many who knew him while he was in command here. By telephone and telegraph friends in Sacramento and on the Post kept in touch with his condition and a sense of relief was experienced by everyone at the message, on Thursday, that his recovery was assured.

Major B. M. Atkinson, who has been on a three months' sick leave which will terminate April 13th, left for San Francisco on the 3rd. He and Mrs. Atkinson will attend the opera and visit relatives in the vicinity of the Bay cities.

Lieut. and Mrs. E. S. Norby visited friends in San Francisco over the week end and will attend the Saturday performance of the Chicago Opera Company.

Lieut. and Mrs. N.R. Laughinghouse motored to Pasadena for a week's visit with the latter's family. Lieut. Laughinghouse has not been well and hopes the rest will bring him back to his usual condition.

Three of the class of cadets graduated last week elected to revert back to their enlisted status and remain in the service; Staff Sergeant Donald Templeman, Sergeants James C. Ayres and Donald Cornell, formerly of the 6th, 2nd and 4th Aero Squadrons. They are now attached to the 9th Squadron (Obs) temporarily.

Visitors by air during the week were Lieuts. J. Benton, B.S. Catlin, A.L. Liggett, Sergeant Guile on official trips from Crissy Field.

Rockwell Air Intermediate Depot, Coronado, Calif., April 10.

News has been received at this station that Lieut. Norman R. Wood has submitted his resignation and is going to try his luck in "Civilian Life." If Mrs. Woodie has much to say, their many friends will very probably be able to find them in or near Columbus, Miss.

Many old planes are being received at this Depot for storage, salvage and sale. In an old "Jenny" from "somewhere" in the States, the following instructions were found:

"Student Pilots up for test execute the following:

- 3 - Stalls - 3000 feet.
- 3 - Reversments - Right, 3000 to 2000 ft.
- 3 - " - Left, 3000 to 2000 ft.
- 2-- spins - 2 turns - 3000 to 2000 ft.
- 1 - Falling Lead - 3000 to 2000 ft.
- 1 - Side-Slip - 2500 to 1500 ft.

DO NOT STAY OVER 55 MINUTES.

land, and you are a R.M.A."

Master Sergeant Cobin is away on a three months' furlough. He left on the Army Transport "Somme" last Sunday and is going to New York via Panama.

Staff Sergeant King, Signal Corps, who was Meteorologist in charge of the station at this field, obtained his discharge last week and has returned to his home in Philadelphia.

The delivery of planes from March Field continues in a steady stream under "pilotage of Lieutenants Pitts, Smith and Morrison, Staff Sergeant Steinle and Sergeant Metcalf. Already about ten of the necessary hundred have been delivered.

On April 1, 1922, the enlisted personnel of the 18th Squadron, Observation, gave their first grand ball at the U.S. Grant Hotel, San Diego, which was largely attended by members of the command and their friends of Fort Rosecrans, San Diego.



Rockwell Air Intermediate Depot, Coronado, Calif., April 10. (Cont'd)

and Coronado. At this dance the enlisted men had an opportunity to entertain themselves, as well as their soldier and civilian friends of the community who had entertained them in the past.

Inasmuch as the merchants of San Diego are offering prizes for contests in boxing, we are now having regular bouts every Thursday night. Baseball practice is held every afternoon when the weather permits and a regular game is played every Wednesday afternoon. Increased interest is being shown in hand ball and indoor baseball and the record of property loaned reveals that the enlisted men are making good use of the tennis courts and golf course.

Sergeant D. D. Dwyer vs. Private L. R. Bashaw and Private I. S. Usher vs. H. D. Hayden were the two bouts furnished by the 18th Squadron for the entertainment at the East San Diego American Legion meeting last Wednesday night. The boys all made a very creditable showing, considering the very little training they had before the bouts. There is a movement under way to create an interest in boxing bouts, wrestling matches, etc. by putting up a list of prizes contributed by San Diego merchants. The prize list is growing rapidly and we now have prizes ranging from a dollars' worth of kodak finishing to six chiropractic adjustments. There will also be permanent weekly prizes consisting of four good seats at the Savoy and Lyceum Theatres.

Aberdeen Proving Grounds, Md., April 14.

The spring season has been ushered in at Aberdeen Proving Ground with an unusual amount of aerial activity. A very comprehensive bombing program has been provided by the Ordnance Department which will keep all equipment and personnel busy for some time to come.

In addition to routine bombing, a large amount of cross-country flying is planned for training purposes as well as the location of suitable emergency fields between Baltimore and New York.

The pilots rejoice in the acquisition of a number of new DH4Bs which have replaced certain old and faithful relics relegated to the boneyard. The above mentioned planes were ferried, in spite of bad weather, by Captain Carolin, Lieut. Phillips, Lieut. George and Lieut. Graybeal all of this station from Fairfield, Ohio. These officers took advantage of the opportunity to visit the wonders of McCook Field and were much impressed.

Considerable progress has lately been made in the levelling of the high spots in the aviation field. It is expected that this work, which was interrupted during the winter, will be completed during June.

The 18th Airship Company baseball team continues to defeat all comers. A game with the 14th Bombardment Squadron on April 5, 1922, resulted in a score of 16 to 7, with the Bombardment Squadron on the small end. Negotiations are being made with outside teams for a schedule of games to continue through the season.

Mitchel Field, L.I., New York, April 15.

Officers from Fort Totten visited Mitchel Field during the week for the purpose of drawing up with officers at this station the outlines for intercommunication problems to be worked out between the Air Service and the Coast Artillery. The first problems devised were very elementary. It was agreed that airplanes from this station would fly over Fort Totten at frequent intervals in order to permit the Anti-Aircraft Section to secure practice on the sending and calibration testing and reading of their instruments. At the conclusion of a week's work, notes are checked up, this station notifies Fort Totten the day and hour when airplanes appeared over that station and the altitude each had as it passed over the battery. This data is then checked against the instrument readings at Fort Totten. The officers from Fort Totten also requested that plans be effected in the very near future to permit the Air Service to train a group of Coast Artillery Corps enlisted men in their proper duties in connection with communication between aircraft and battery. It is thought that much good will come from this close cooperation between the Coast Artillery Corps, particularly the Anti-aircraft Section, and the Air Service at this station.

Mitchel Field, L.I., New York, April 15. (Cont'd.)

On Thursday evening, April 13th, the Bridge Club met for its regular semi-monthly session. At the conclusion of the game an orchestra was secured, and the Bridge club was turned into a dance which continued until a late hour.

Orders have just been received directing First Lieutenant Eugene H. Barksdale, A.S., this station, to proceed to Langley Field, Va., for the purpose of returning the "Eagle" to Mitchel Field. This plane originally belonged to Mitchel Field, but was flown to Langley Field for use in the bombing maneuvers. Minor injuries sustained by it while there prevented its return to this station. It has now, however, been repaired and is to be brought back. Pilots at this station are looking forward for the opportunity to again have the pleasure of flying this type of plane.

Kindley Field, Fort Mills, P.I., February 27.

On February 20th, 1922, a tactical inspection was held by the Department Inspector at this field. The organizations were formed at about 1:45 P.M., inspection of Arms was first held, and after the 3 organizations were inspected, followed the checking of individual Field equipment in each organization, the inspector detailing such tactical assistants as he deemed necessary. He inspected the balloon hangars and a detail was sent down to fly the Balloon. While the Inspector was busy tending to the operation of the Balloon, Activities were going on at the steel hangars getting things in shape and a flying boat ready to be launched into the water upon the arrival of the Inspector. Shortly after the inspector arrived, one HS-2-L flying boat was flown, piloted by Captain Edwards.

Major B. Q. Jones Air Officer, Philippine Department, visited this station Thursday February 23rd, and made an inspection of all Departments of this Field. Results were satisfactory.

Clark Field, Pampanga, P.I., February 26.

The Officer's Club of Camp Stotsenburg staged a lively party on the night of Washington's Birthday, when the Post turned out in masquerade. Cabaret entertainment was furnished by local talent. An Air Service party, made up as Negritos, created a sensation which nearly ended in a riot when, in its attempt at realism, a dog barbecue was commenced in the center of the dance floor, with the carving of a Filipino yellow pup belonging to the band. Of course, the kind hearted negro mammy (Capt. Demarest) attempted a thrilling rescue, but desisted and retired in embarrassment, when, in the struggle that followed, one of the furious combatant Negritos cut off her bustle with his bolo. Each male Negrito was camouflaged beyond friendly recognition by burnt cork, ridiculously oversize issue condemned shoes, and blouses with some remarkable displays of insignias, after the fashion of the real band of the locality. The shameless and indecorous picturesqueness, however, of the "G" string, so widely in vogue among Negritos had to be forgone by the wearing of old breeches. The bobbed hair of the ladies in the party gave ample opportunity for the accomplishment of some remarkably realistic effects. Captain L.N. Keesling was the King Lucas of the band, with Mrs. Keesling and Mrs. G.W. Parady as his wives, while Captain D.W. Bedinger and Lieutenant Parady were wild and woolley warriors with much brandishing of fierce looking bolos and bows and arrows. Captain Midcap and Mrs. Midcap and Major Gilkeson and Captain J. I. Moore were the remaining members of the Air Garrison who made merry in mask, while Lieutenant Frank Bartlett, who has been confined to quarters under orders of the doctor, dropped in later and was welcomed.

A profitable and enjoyable four plane cross-country formation flight was made on February 24th by Major Gilkeson, Commanding the 3rd., Captain L.N. Keesling and 1st. Lieuts. R. Baez and G.W. Parady, pilots accompanied by Captain John L. Moore, Captain Bedinger, Master Sergeant Hunter and Sergeant Calvino. A landing was effected at Labrador on Lingayan Gulf, approximately seventy-five miles north of Clark Field, for areial gunnery practice. An excellent sand field had been spotted on the beach the preceding day which was easily negotiated by all pilots. A bamboo target was constructed and anchored out in the Gulf, but due to many and curious nearby fishing craft and the hoardes of curious native spectators who had never seen a plane before, it was thought advisable to leave the gunnery until the return to Clark Field. Some splendid fish, called Vero Vero (At least it sounded like that), were secured by wading out to passing craft and taken home.

Clark Field, Pampanga, P.I., February 26. (Cont'd)

While rumors of sharks spoiled the swimming, Major Gilkeson and Captain Moore seemed to get a "kick" in immersing themselves in the shallow water close to shore.

An inspection of the entire Field was made by the Department Air Officer, Major B.Q. Jones, on Monday, February 20th. Major Jones landed from Manila shortly after noon and returned the same day.

Clark Field, Pampanga, P.I., February 23.

Upon completion of the duty of the 3rd Squadron (Pursuit) in conjunction with the Coast Artillery, Manila & Subic Bays on the 7th, and the subsequent return on the 8th to Clark Field, the personnel, both officer and enlisted, have devoted themselves to a readjustment of duties at this station and the planning of an intensive training schedule which, upon completion, intends to qualify each man in a specialty.

Twenty six recruits have been assigned to this organization, and plans for intensive training of these men in Infantry Drill, military courtesy, etc., and their assignment to the various departments as reliefs for the men returning to the United States for discharge and for completion of foreign service tour are being prepared. The Squadron has a strength of 131 enlisted men, and fully three fourths of this strength will return to the United States within the next six months.

Camp Nichols, Rizal, P.I., February 25.

Last Monday was an unusual sort of holiday at this station. All duty was suspended except the necessary guard and fatigue, but the latter was the joker in the deck, it was some fatigue. Everyone turned out and helped to police up and after the general policing, there was a gratuitous issue of hammers and nails. Before recall sounded, a large variety of salvage shacks, garbage stands and other utilities had risen up to beautify (?) the post and delight the eye.

The communications officer, Lieutenant Cy Bettis, has established a school for the training of radio operators, and the air about headquarters and the barracks is so full of dots and dashes that consecutive thought is hardly possible. It is hoped, however, that in due time the air hereabouts will be peaceful again as of yore, that is, when the new radio shack is completed and the seekers after knowledge move into it.

A school for pilots and observers is being established, and all officers of this station are to be initiated in the mysteries of the C. C. Gear and will punctuate the fish traps, and targets in the bay with machine gun bullets. Work will be done with both fixed and flexible mounted guns. The rice paddies around Ft. McKinley, will also come in for a liberal sprinkling of concrete bombs.

Lieutenant L.C. Hurd and Lieutenant Charles Ellicott, made a cross-country flight to Clark Field and return. Major Jones arrived from Corregidor Island in a seaplane, after inspecting Kindley Field, Ft. Mills, P.I.

Chanute Field, Rantoul, Ill., April 17.

Due to the fact that the heavens have been weeping copiously and continuously since the latter part of March, there is little of News value to report for this week. Chanute Field is wet inside and out - that fact is made apparent by the leaky roofs which give us shower baths at every turn in the day's duties. In some buildings it is hard to convince oneself that one is under shelter. The officers club as well as the advanced field training flight hangar, have been anchored securely to prevent their floating away. Everywhere there is water - cold wet water - except in some of the higher parts of the state where it gives place to rich Illinois mud. Nothing more need be said regarding this compound, which acts like a mixture of Texas gumbo, shock absorber elastic, and glue. The hardy flivver which negotiates a mile of this is presented with a medal. Due to weather conditions, the spring Ford hunt has been postponed. It is the custom in this locality each spring, as soon as the roads are safe, for the natives of the small towns to gather and, with ropes tied around their waists so that in case one of their number slips and falls in a rut, he can be extracted therefrom

Ross Field, Arcadia, Calif. April 15.

The air course for the present class of observers is now in full swing. The following officers took their "passing out" course during the week: Lieutenants J. D. Shoptaw, Frank M. McKee, LeRoy E. McGraw and John Y. York.

Two steel hangars under construction at this field are rapidly nearing completion.

Lieut. C. M. Brown and party of friends left for the post Saturday evening en route for Mount Rubidoux, Riverside, Calif., to attend the historic Easter morning services held annually on this famous mountain.

Lieutenants York and McGraw will leave Ross Field for San Francisco about May 5th, and will sail from that port May 15th for Manila, P.I., on the Transport LOGAN.

Information Division

Air Service

May 18, 1922.

Munitions Building  
Washington, D. C.

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

FOR RELEASE MAY 20, 1922.

## A DAY'S WORK

By 1st. Lieut. Roland Birnn, A; SS  
(Reprinted from AIRCO NEWS)

Attired in aerial scout trappings, viz: 1 canteen, O.D. with contents, 1 pistol, 1 first-aid kit, and 1 machete, in addition to carrier pigeons in the rear cock pit with the crew chief, I started off - pilot of one of a formation of 5 DBH's that left France Field for the sticks of the R. de P. (Republic of Panama).

Across the Isthmus over the Canal to within sight of the Pacific, then southwest toward our first goal, Aguadulce, Province of Cöcle, was our route. Several times the leading ship would throttle down and the wings of the formation converge immediately to spread out again as the leader shot ahead of a trail of black smoke. The leading ship, the photographic one, had slowed to allow the snapping of some interesting piece of territory below. A town, a stretch of sabanas, those infrequent patches of flat, hard prairie land, or any possible landing field, all these became of record once the camera was pointed and the shutter clicked.

To our right rose the forbidding peaks of the Atlantic coastal range, to our left the calm Pacific - calm that is, from our distance and altitude, as it must have appeared to Balboa years ago. Before and below us the coastal plain, heavily wooded for the greater part was relieved at intervals by the yellow splotch of a sabana, or the red-roofed sparkle of an occasional town. Then two vivid spots in the brown carpet below, the towns of Aguadulce and Pöcri came nearer and nearer. South of the former town lay the salt beds, where the salty waters are impounded at high tide and evaporated for their rich deposits. I hadn't quite picked out the possible surrounding landing fields when the leading ship rocked violently, the signal to break up formation.

As prearranged, Sergeant Grant in No. 5 position picked the field and landed first. In my turn I drifted slowly over some shrubbery at the field's edge and set her down slowly, nevertheless I thought the ship would never stop rolling. The hard smooth surface of the ground was a revelation to me just down from a Northern field, where the wheels on landing made contact with either snow or mud. At the far end of the field was gathered the beauty and chivalry of Aguadulce, come to welcome us to their fair city.

First, however, we had parley with a Major Prescott, Reserve Corps, U.S.A., who holds down the man's size job of Chief of Communications of the R. de P. In other words, he pushes through and keeps working the dot and dash and the phone lines throughout the country. He had a bit of small-pox vaccine he was desirous of rushing through to people of Las Palmas, Province of Veraguas, from Aguadulce, 75 miles by trail, 35 minutes by airplane. So we accommodated.

Just something to think about for the average citizen - who no doubt would look upon an airplane ride as an event of his life. Here were a few flyers, pushing their way over country as bad as the Mexican border, so ably portrayed by Lt. Thomson Burtiss in Adventure Magazine, placing our lives in our skill and the trustworthiness of our faithful "Liberties," on a mission of military importance, mapping airways and landing fields in the wild country adjoining the Canal Zone. Then suddenly this work is subordinated to the humanitarian task of rushing several bottles of vaccine to the mountain peoples of the Province of Veraguas, a section never before landed in - a section without vehicles, a section where only the high-brows know what "Cöcelona" was.

Major Prescott dispossessed Sgt. Josinski and shared the rear cockpit with my aforementioned boy scout trimmin's and two of Perry Wainor's pigeons. Then off for Las Palmas, my ship now leading. The Major picked out the route from the red trails leading from town to town, and once I had gotten the hang of it there was nothing to do but follow the trails below, picking out the most distinct ones and heading in the general direction by map when the main trails diverged. Half way to Santiago Sergeant Grant landed to pick up a Colonel Gilmore, also a

A DAY'S WORK (continued)

Reserve Corps officer, U.S.A., the chief engineer of the road theroabout which the Republic is so creditably pushing through. Following Grant was the ship which snapped the field and then landed thorcin. As soon as the two ships had landed O.K., we quit our circling and straightened out for Las Palmas.

We were getting into the mountainous country and, while our altometers registered 3,000 feet, there showed up several ridges only 500 feet below us. Finally, Las Palmas came into view. The landing field was at once apparent, a fenced-in pasture on a steep hill, pocketed among the surrounding mountains. I dove down and circled the field once. I had seen enough for my purpose. The slope of the field was sharp, running uphill into the light wind, the surface clear and the approach difficult. The circle completed, I throttled down and slid for the edge of the pasture, over some trees, then a slight side-slip for position, then straightening out, cautious every instant. A slight fish tailing to kill speed, my wheels would touch on the very edge of the field across the gully on its lower boundary. They would, Hey! Well, they would have, only that helpless feeling as the plane dropped about ten feet in the thin hot air, a mean meteorological trick, was followed by: CRASH. 1 DeH4B No. 63964, sans landing gear, slid about thirty feet further on in a shower of dust, with a neat quarter turn, counter clockwise, as they say.

Well, the Major and myself were both O.K., as was the vaccine, the pigeons and the boy scout accoutrements. The plane, however, was damaged.

At any rate, I had showed the bunch where and how not to land, so they came in after me - one, two, three, four, and taxied uphill to the far end of the hillside. Then, as the locusts of old, descended the yokels of all colors, natural and accumulated, and some even wore shoes. The local wits were off their "bon mots", the learned gentry gravely tested the drippings from the gravity tank and pronounced it as "gazolena". The Alcayde, a snappy young gent, rode up and conversed in "Spig" with Major Prescott. John "Polo" Clark rode cross-country, piloting a diminutive native pony to the town of Cerro Tamber to report on the landing field there. After salvaging certain instruments and parts of my "horrible example", the majority of us repaired to the local Main Street to see what we could see. I was very much concerned with this, my first wreck. Would the K.O. get sore? Had my luck turned?

"Whadyemean hard luck?" said Major Walsh. "You two both came out O.K."

Well, they say it costs \$50,000 to train an airplane pilot; that investment was still good. The Veterans' Bureau retained their \$10,000, and Communications of the R. do P. was unhurt, also, my boy scout trimmin's. Figures not on hand re. Lt. Wainer's "blue rocks", but they were O.K.

We were now in town. What to do? After much talented reconnaissance, the store was located. Capt. Smith, who set 'em up six bottles of Lemon Smash (no kiddin') - staggered when the Chink nicked him \$1.80 for the round. But that was "Precious en Argenta", so he shelled out 90% American, and the Mongolian called it square. Nothing edible, according to our standards, being further discovered, we returned to the planes.

The yokels were still gaping, this time in their characteristic attitude - squatting down. The Indian strain predominated among these people, the long full lips, the squat figure, the bovine expression. Major Walsh called our attention to one of them, with front teeth filled to sharp points.

Lieut. Clark having returned from his cavalry reconnaissance (those aviators are a versatile bunch), plans were made for getting us all back to Aguadulce. The crews of each ship were made up, and we taxied into position. The town half-wit was nearly knocked for a sixteenth wit when he took offense at the whirling prop of Capt. Quinn's ship. Finally, he was hearded to safety, and the ships all set, we "took off".

Sergeant Grant flew me back to Aguadulce, let me off, then returned to Las Palmas, took on Col. Gilmore from there to Santiago, returning solo to Aguadulce. "God work, Joe."

The majority of us safely back at Aguadulce, we back at Aguadulce, we became guests of the Americans of the road construction gang with headquarters there. We were served with a real meal, including iced bear, the kind that father used to make.

An ex-team backed up to the water tap at the mess hall to take aboard a supply of water, a precious commodity here, while alongside throbbed a 7½ ton Mack truck. Some contrast there.

A heart throb, indeed, there was in the typed notice pasted on the door of the mess hall. "The American children of Aguadulce request the presenee of the members of the staff mess at their Christmas celebration, evening of December 24th at the Parker-Johnson." Exiles in the land of the festive Panamanian!

Well, who wouldn't wax sentimental at a meal of steak, spuds, string beans, etc., etc., with orangeade and the aforementioned iced beer at 4:30 p.m., the first meal that day?

Then to our trusty DEH's and for home. With Sergeant Josinski I was shoe-horned into the rear seat. Lt. Roullot was forward at the stick. Taking off at 5:30 p.m., it was necessary to bee-line for home to get there before dusk. Up to 7,000 feet altitude, we just barely skinned over some of the mountain tops. Bee-line? Huh! A bee would have frozen to death up there. Golly, those peaks had a mean look. Gatun Lake ahoy, then home.

"Well," says friend wife when I had alighted.

"Well, what?" says I.

"Well nothing, but I see you tore up the knee of your new \$6.00 breeches."

"So I did," says I, surprised. "Well!" I guess that, too, is all in the day's work."

#### AIR SERVICE TO COMPETE IN NATIONAL BALLOON RACE

Three teams have been selected to represent the Army Air Service in the National Balloon Race to be held at Milwaukee, Wis., on May 31, 1922.

Team No. 1 consists of:

Major Oscar Westover, A.S.S., Office Chief of Air Service (Pilot)

1st Lieut. Carlton F. Bond, A.S., Aberdeen Proving Ground (Aide)

Aside from his thorough knowledge of all phases of lighter-than-air work, Major Westover has had the additional experience of competing in a National Balloon Race, and it is thought he should be a good contender for a winning place. Lieut. Bond has had extended cross-country free ballooning experience, having made a number of long distance flights from Fort Sill, Oklahoma, and in particular piloted the remarkable flight of 950 miles made in a training type balloon of 85,000 cubic foot capacity, filled with hydrogen, and carrying five people.

Team No. 2 consists of:

Captain Harold E. Weeks, Langley Field, Va. (Pilot)

1st Lieut. Byron T. Burt, A.S.S., Langley Field, Va. (Aide)

Captain Weeks has had the experience of competing in the National and International Race of 1920, being a member of a team that won second and fifth places, respectively, in these races. Lieut. Burt was in a team that won the Army and Navy championship in 1919, and also had the experience of being in the National Race of 1920.

Team No. 3 consists of:

1st Lieut. James T. Neely, A.S.S., Reno Field, Calif. (Pilot)

1st Lieut. James B. Jordan, A.S., Reno Field, Calif. (Aide)

Lieut. Neely and Lieut. Jordan, starting in a pilot balloon for a race held in St. Louis in 1920, made a greater distance than any of the contesting balloons. Lieut. Jordan was a member of the winning team in the race held at Fort Omaha, Nebraska, in 1919, and Lieut. Neely was a member of the team that won second place in the same race.

1st Lieut. William E. Connolly, A.S.S., on duty in the Office of the Chief of Air Service, has, in view of his extended free ballooning and general lighter-than-air experience, and also because of his experience in handling the arrangements for Army participation in the National Balloon Race during the last two years, been selected to act as Operations Officer and a alternate pilot.

The National Balloon Race this year is being held under the auspices of the Aero Club of Wisconsin. Up to April 28th, this organization has received 12 entries for the Race, including three from the Army and two from the Navy. The Aero Club of Wisconsin is taking care of every phase of the Contest. Transportation, gas, sand and other arrangements at Milwaukee will be under competent committees, with the one idea in mind of rendering the maximum service. The Club expects to have a squadron of mail planes for demonstration on the day before the balloons start.

The Air Board of Canada has waived the aerial regulations of the Dominion in favor of any of the competitors who may chance to cross into Canada during the Race.

The teams winning the first three places in the National Balloon Race are expected to represent the United States in the Gordon Bennett International Balloon Race, which will start from Switzerland sometime late in the summer.

## AIR SERVICE ORGANIZED RESERVES IN THE MIDDLE WEST

The Air Service Units assigned to Headquarters 5th and 15th Army Corps for administrative purposes comprise the Corps, Army and General Headquarters Reserve organizations for the Second and Fifth Field Armies, which in turn consist of two Headquarters Army Air Service, one Headquarters Corps Air Service, one Headquarters Wing Air Service, two Groups (pursuit), two Groups (Observation) two Groups (balloon) and one Group (Airship).

The individual squadrons, companies, air and balloon parks, photo sections etc., have been allocated to different localities in the States of Ohio, Indiana, Kentucky and West Virginia and, at the present time, work upon the actual organization of these Air Service units is definitely taking shape. During the past six weeks approximately 225 reserve officers have been assigned to organizations, with about the same number awaiting replies to letters sent out giving a choice of assignment.

It is very doubtful if those not directly connected with the Organized Reserves realize either the amount of interest taken in the Air Service as a whole by these ex-pilots or the esprit de corps which is developing upon the assignment of these men to regularly organized squadrons. This is true for both commissioned and enlisted personnel of the Reserve Corps. With the assignment of recruiting officers to the different units, there are being found many of the old hangar and crew chiefs who have not forgotten the feel of a swinging prop and who are willing enough to enlist in their old grade in a live organization.

On April 18th the Aero Club of Cincinnati, practically every member of which holds a commission in the Air Service Officers Reserve Corps, gave a dinner, with approximately 100 members and guests in attendance. Speeches were made by Colonel Peter E. Traub, Cavalry; Major Thurman H. Bane, Major Maxwell Kirby and Lieutenant J. A. Macready of the Air Service, and the Presidents of the Chamber of Commerce, the Business Men's Club and the Automobile Club. The object of the dinner was to arouse interest in the Air Service units of the Organized Reserves in this vicinity and to secure a municipal landing field for the city of Cincinnati. The idea of securing the cooperation of these representative civic organizations in the locating of a landing field went over with a bang, and it seems to be only a matter of a short time when Cincinnati will be represented on the aerial highways of the country by a field fully equipped to handle any present or future developments in the air.

The officer in charge of making the assignment in the organized reserve units will find very little difference between the men still in the service and ex-pilots who have accepted commissions in the Reserve. The saying "once a pilot always a pilot" still holds good. "Barracks Flying" is still the popular indoor sport whenever a bunch of ex-pilots get together and, of course, the old, old feeling between the ex-pursuitor and ex-anything is as strong as ever. The author of this article spends about half of each day in writing to explain that an observation squadron is really a fighting organization, and that a former "Chasse Pilot" can accept attachment thereto without losing any prestige. However, they are all good, and they are all interested, so that if the remaining few in the regular service will get behind them with the same interest the Organized Reserves will go over in the old Air Service way.

### THE SPRING FLYING MEET AT MINEOLA, N.Y.

Twenty airplanes competed in the various races and tests at the Spring Flying Meet on April 30th at Curtiss Field, Mineola, N.Y. The Show was held under the auspices of the Rotary Club of New York, assisted by the American Legion, the Aero Club of America, the Aeronautical Chamber of Commerce, and the Curtiss Aeroplane and Motor Corporation. The meet attracted a crowd of more than 20,000 spectators, included among them being General Mason H. Patrick, Chief of Air Service; Paul Henderson, Assistant Postmaster General; Augustus Post, the veteran balloonist; and Otto H. Kahn, the financier.

The primary object of the meet was to demonstrate the season's new models in airplanes, and the foremost pilots of the country participated in the various events to demonstrate the fine points of these machines.

Bart Acosta, the veteran pilot, furnished the crowd before the start of the meet with a demonstration of the Curtiss "Wildcat", which he flew at a speed of 208 miles an hour. His flight, however, was not officially recorded, and cannot be taken as a record, and so the official world's record of 203 miles an hour,



## THE SPRING FLYING MEET AT MINEOLA, N.Y (Cont'd)

established in France, remains for the present.

John Miller in a Curtiss Oriole won first place in an 8-mile flight over a triangular course, the prize being \$150. Second and third prizes of \$100 and \$50 went to William Gillmore and A. Henrique, respectively.

Of great interest to the spectators was the performance of the Mummert airplane. With a wing spread of only 18 feet and a length over all of twelve feet, its total weight, including the pilot does not exceed 550 pounds - according to H. G. Mummert, the designer and builder of this Lilliput. Apparently, only a pilot of the proportions of a jockey could wiggle his way into the cockpit of this plane. In decided contrast with the Mummert was a twin-engined, 12-passenger Handley-Page, with fuselage enclosed. With a wing spread five times as great as the Mummert, it maneuvered excellently, making a number of flights in the afternoon with invited guests as passengers.

The crowd was furnished a recollection of old times with the advent of one of the early types of Curtiss planes, which won the Gordon Bennett race in 1911. It served as a demonstration of the great strides that have been made in the development of aircraft during this stretch of years. Despite the fact that this plane has gone out of date long, long ago, its maneuverability was a source of surprise to the pilots on the field.

The Air Mail Service had six planes at the field for the inspection of the public. Assistant Postmaster General Henderson, in charge of the air mail, announced that probably during the summer aerial night flying mail service between New York and San Francisco would be established. Plans are underway for the establishment of emergency landing fields across the continent at 30-mile intervals, these fields to be lighted with beacons and flares, the latter turned on when a plane desires to land. The air mail planes will be equipped with radio directional finders and radio telephone. If the project for night flying across the continent cannot be carried out as anticipated, it is the expectation of the Air Mail Service to have the night service in operation within the First Division, that is, from New York to Chicago.

## COMMERCIAL AVIATION IN PERU ✓

The existing transportation situation in South American countries appears to be on requiring considerable development, and to those who find it necessary to make frequent journeys over long distances it means much delay, discomfort and inconvenience. The remedy for this state of affairs would appear to lie in the advent of commercial aviation which, if organized along the proper lanes, should tend to greatly facilitate travel and aid in no small measure in the development of these countries.

A recent issue of the WEST COAST LEADER, Lima, Peru, prints an interview had with Gen. A. S. Cooper, Representative in Lima of the Peruvian Corporation, giving an interesting account of an airplane journey made by him to inspect his Company's properties in northern Peru, using one of the machines of the Cia. Nacional Aeronautica. He returned safely from his trip after an absence of six days, having covered an area of territory which by normal means of transport would have required as many weeks.

In the course of his interview, General Cooper spoke as follows:

"My difficulty in making periodical inspections of our properties in Chimbote, Trujillo, Pacasmayo and Paita is the steamer communications. At the best by using launchos, motor cars and steamers, it is possible to do it in about 25 days. This means about 10 days work, 15 days waiting and traveling, with much discomfort and inconvenience. I managed to hit off a Paita connection, but gave up the problem in despair of steamer connection in anything like reasonable time for the other ports.

It occurred to me to ask Mr. Mott to call, with the result that he assured me that his company could solve the problem without the slightest difficulty. He informed me that he made a specialty of safe commercial flying and offered to place an airplane and pilot at my disposal at what I considered a very reasonable price.

A short consideration showed me that his proposition would result in a very considerable economy, taking into calculation the saving of time and the various expenses incidental to a combined launch, steamer and automobile proposition as incurred in my last inspection. Although I had some small experience in England of flying during war time and was not so certain of the comfort and safety I, however, accepted Mr. Mott's assurances and left at 11 a.m. on the 22nd, in an ordinary Standard Curtiss 90 h.p., with Mr. Moore as pilot. We arrived at Chimbote

COMMERCIAL AVIATION IN PERU (Cont'd)

at 3:45, after landing in Supe for petrol. This was an amusing incident. Mr. Moore circled over Supe and cut off his engine three times and then proceeded to a landing ground about 1.5 kilometers from the town. He got out of the machine and lighted a cigarette, and I said: 'What happens now?' He replied, 'A burro will come with gasoline.' In a few minutes we saw the donkey coming over the Pampas, urged by his owner, with three tins of gasoline, equal to the number of times that Mr. Moore cut out his engine over the town. The humblo, but necessary, burro supplied the flying power to the machine and we were soon off again. I finished my work at Chimbote in two days, and at 1:10 o'clock on the 24th we left for Trujillo, arriving at 2:25 and landing on the football ground.

We left Trujillo on the 26th, at 1:35, after a very courteous 'despedida' (farewell) by the Prefect, Colonel Derteano, and landed at Pacasmayo at 2:30. Mr. Moore had never landed at Pacasmayo, but I had given instructions for a suitable spot to be marked out- the requirements were not fully understood, and we had to land on an incline and across wind. However, this did not beat the pilot, and with a wriggle and kick and a small pancake he brought the machine to earth in front of about 500 admiring natives, for whom the enterprising railway manager had run over a cheap excursion. Mr. Moore afterwards selected a suitable ground.

We left Pacasmayo, homeward bound, at 6:30 a.m. on the 28th, and as flying is hungry work, I arranged for desayuno (light breakfast) at Chimbote, finished up some work there; left at 10:10, picked up gasoline again in Supe, and arrived at Bellavista at 2:25 in the afternoon, after a 360-mile flight from Pacasmayo. I ungrudgingly admitted after landing that Mr. Mott's assurances as to security, convenience and comfort had been entirely substantiated. At no time during the journey did I feel any sense of insecurity, and Mr. Moore was always ready to start at the time I decided. I was particularly impressed with the care with which he tried over the machine and engine each time before leaving the ground.

Whilst passing over barren parts of the coast I took a nap on one occasion and read a book on others. Mr. Moore flies at a very even pace and at a height of between 2,500 and 4,000 feet, and hardly uses his controls when in the air- or did not appear to do so- and I felt that in case of any mishap he could have landed the machine in safety.

At times we passed through patches of thin air and experienced some bumping which, to a comparative novice, is a little disagreeable, but the extraordinary control which Mr. Moore has over his machine minimized the discomfort, which probably would not be felt at all after more experience.

Even on the barren stretches of coast the coloring is always wonderful, and when over the openings of the various fertile valleys the view is extraordinarily pretty, especially after leaving Salaverry and approaching Santa Catalina Valley. One sees Trujillo appearing in a beautiful green setting, with its neat squares and streets and eastern looking churches and coloring, and a little beyond the Inca remains of Chan Chan are very clearly marked, also with squares and streets.

The Chicama Valley with its enormous extension of intensive sugar cultivation is also very notable, with the large factories of Cartavio and Casa Grande. At about 4,000 feet the whole valley is spread out before one.

I was sorry when the journey was over and also to say good-bye to a most pleasant traveling companion, and I shall certainly repeat the experience when occasion offers. A trip of this kind opens one's eyes to the possibilities of carefully organized commercial flying, especially in a country of difficult communications like Peru."

84th DIVISION, AIR SERVICE, MAKES ENCOURAGING PROGRESS.

The present commissioned personnel of the 84th Division Air Service, Organized Reserve, has been increased over 100% in the past six weeks, and now numbers 20 officers. Applications for reserve commissions in the Air Service, with a view to assignment to this organization, are being received daily.

The 84th Division is assigned to the State of Indiana, but the fact that several pursuit squadrons have been assigned to Indiana, in addition to other Air Service units, had tended to so diminish the available personnel that it was deemed advisable to assign the Divisional Air Service, (which includes one Air Service staff officer, one observation squadron, one photo section and one branch intelligence office), to the City of Cleveland, Ohio, where there is undoubtedly a sufficient number of qualified personnel to fill these units, provided they can be induced to accept commissions and enlistment.

## 84TH DIVISION - AIR SERVICE, MAKES ENCOURAGING PROGRESS. Cont'd

Residing in Cleveland are a number of former Naval flying officers and Officers of the Royal Flying Corps, who served during the war. They are excellent material for the Air Service Officers Reserve Corps, and Lieut. Langhorne W. Motley, of the Army Air Service, Regular Army, who has been assigned to the 84th Division, is in hopes that some means may be found whereby it may be possible to grant commissions to these men.

Lieutenant Motley, whose duty it is to give all assistance in his power to obtain the personnel and organize these Air Service units, and to assist in every way possible all Organized Reserve activities in the section to which he is assigned has, through the courtesy of the Ohio National Guard, been given an office in the Central Armory at Cleveland. He is being ably assisted and supported in his work by the Cleveland Chamber of Commerce, the Flyers Club, and numerous other organizations and individuals.

The City of Cleveland is very much interested in aviation, and it is believed that the Air Service Reserve units being organized in that city are destined to be a complete success. There are numerous handicaps at this time in the career of the Organized Reserve. The Air Service of the Reserve can be organized, but the interest of the personnel must be kept, and the only way this can be done is to provide some means whereby actual flying activities can be participated in. The prospect for this in Cleveland looks bright. Lieut. Motley has addressed numerous clubs and organizations by invitation. There is a decided sentiment towards providing a flying field for use of the Air Service units in Cleveland at no cost to the Government. At a meeting of the Military and Aviation Committee of the Chamber of Commerce recently, this subject was discussed, and upon the arrival of Captain St. Clair Streett, Air Service, which is scheduled in the near future, it is believed the Chamber of Commerce will seriously take up the question of providing a flying field, to be used in common by the 84th Division, Air Service, and the Airways Section, which Captain Streett represents.

Major William Frew Long, who was recently assigned to the 84th Division, Air Service, was on May 1st assigned to command this unit, relieving 1st. Lieut. John N. Joyce, who was its first commanding officer. Lieut. Joyce has been enthusiastic and energetic in his duties. Major Long served as a Major in the Air Service during the war, and brings to his new assignment the qualifications and ability to make the successful accomplishment of the aims and purposes of this unit an assured success.

### COLLEGE MEN EXCEL IN USE OF RIFLE ✓

To use the every-day slang, the undergraduates of the Agricultural and Mechanical College of Texas "shake a mean rifle". The college rifle team has just returned from Camp Bullis, Texas, where it was engaged in a rifle match with the team of the 9th U.S. Infantry. The match was very close and was not won by either side until the last range - 500 yards, rapid fire. The A & M Team won the match by four points.

The 9th Infantry team was composed of the best shots in the regiment, both officers and men. One of the team was a member of the Olympiad Team and at least one other was a Distinguished Marksman.

The A & M Team was composed of men picked from the various R.O.T.C. units of the College. About 1200 men are members of the Corps of Cadets. The Air Service unit was well represented on the team, three of its members being on the rifle team.

### THE RARITY OF AIR TRAVEL ACCIDENTS ✓

British publications, from all indications, are certainly behind aviation and are doing their utmost to encourage the industry. The recent collision of two air expresses on the London to Paris Airway which resulted in the loss of six lives, has occasioned editorial comment on the part of several publications wherein the comparatively few airplane accidents in relation to the considerable number of flights made was pointed out.

The illustrated London News, in this connection, devotes an entire page in its issue of April 22nd, to a graphic chart showing the extent to which commercial aviation was operated between different countries in Europe during the years 1920 and 1921. From this chart the following pertinent data is gleaned:

THE RARITY OF AIRTRAVEL ACCIDENTS. CONT'D.

	Continental Flights			
	Number of Flights		Passengers Carried	
	1920	1921	1920	1921
British machines	2,854	993	5,799	5,256
French machines	657	1,565	486	4,352
Belgian machines	104	421	98	630
Dutch machines	5	366	0	480
By others	0		0	13
Grand total of flights and passengers carried to and from England	3,620	3,345	6,383	10,731

Goods transported by air - 1920 - Imported total values £677,047, Exported total values £351,765; 1921 - Imported £375,474, Exported £195,826. (Britain)

Accidents in British Civil Aviation (including Continental Routes:-

Year 1920 - out of 42,296 passengers (mileage 546,400 m.) 14 killed, 15 injured.

Year 1921 - out of 42,680 passengers (mileage 452,000 m.) 3 killed, 6 injured.

The totals of British Civil Aviation Flights are (for 1920) 26,803 flights, (for 1921) 23,152.

It will be noted from the above that there was a decided falling off in the number of flights made in British machines during 1921 as compared with the preceding year, though in the matter of passengers carried the disparity is not so great, the number in 1921 being 543 less than that in 1920. To offset this, however, a considerable increase in flights and passengers carried by French, Belgian and Dutch machines is shown for 1921 as compared with the 1920 figures. Of much significance are the statistics on accidents, for although the number of passengers taking flights in airplanes during 1921 exceeded the number carried during 1920, only 3 were killed and 6 injured during 1921 as against 14 killed and 15 injured in 1920, indicating that great strides have been made in the matter of making the airplane a safe means of rapid transportation.

A NEW TYPE OF UNDERCARRIAGE. ✓

At the Aviation Race meeting of the Royal Aero Club, held on Easter Monday at the Croydon Airdrome, London, and which was almost a failure due to bad weather conditions, one of the competing machines was an Avro-Viper, flown by Mr. Bert Hinkler. FLIGHT (London) states that a new feature of this machine is the undercarriage, "incorporating an oleo gear which appears to be most effective in damping oscillations and preventing bouncings. When the machine gets off, the plunger slowly sinks to the bottom of the cylinder, the undercarriage 'legs' coming down quite an appreciable distance. On landing, the first load is taken on the oil, before the rubbers have come into play, and at the end of its travel the plunger prevents bouncing. The result is that the undercarriage is extremely 'squashy', and that no shock is felt in the cockpits of the machine. We understand that the machine was deliberately stalled from about 20 feet, and even then did not bounce, nor was anything strained. This undercarriage certainly appears to be a great step forward, and should go a long way towards minimizing breakages of machines in inexperienced hands. As flown by Hinkler there was, of course, no need for it, but that is no reason why the type should not become very popular, as landings can be effected on very rough ground by its use."

NIGHT FLIGHT BETWEEN CROYDON AND LYMPNE.

The British Air Ministry has made the following announcement on the first flight by night over the British portion of the Continental Air Route (Paris, Brussels, Amsterdam, etc.), which was carried out Wednesday night, April 5th, by an Air Ministry machine in order to test the ground organization which has been established for commercial flying by night between London and the Continental capitals.

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## 84TH DIVISION - AIR SERVICE, MAKES ENCOURAGING PROGRESS. Cont'd

Residing in Cleveland are a number of former Naval flying officers and Officers of the Royal Flying Corps, who served during the war. They are excellent material for the Air Service Officers Reserve Corps, and Lieut. Langhorne W. Motley, of the Army Air Service, Regular Army, who has been assigned to the 84th Division, is in hopes that some means may be found whereby it may be possible to grant commissions to these men.

Lieutenant Motley, whose duty it is to give all assistance in his power to obtain the personnel and organize these Air Service units, and to assist in every way possible all Organized Reserve activities in the section to which he is assigned has, through the courtesy of the Ohio National Guard, been given an office in the Central Armory at Cleveland. He is being ably assisted and supported in his work by the Cleveland Chamber of Commerce, the Flyers Club, and numerous other organizations and individuals.

The City of Cleveland is very much interested in aviation, and it is believed that the Air Service Reserve units being organized in that city are destined to be a complete success. There are numerous handicaps at this time in the career of the Organized Reserve. The Air Service of the Reserve can be organized, but the interest of the personnel must be kept, and the only way this can be done is to provide some means whereby actual flying activities can be participated in. The prospect for this in Cleveland looks bright. Lieut. Motley has addressed numerous clubs and organizations by invitation. There is a decided sentiment towards providing a flying field for use of the Air Service units in Cleveland at no cost to the Government. At a meeting of the Military and Aviation Committee of the Chamber of Commerce recently, this subject was discussed, and upon the arrival of Captain St. Clair Streett, Air Service, which is scheduled in the near future, it is believed the Chamber of Commerce will seriously take up the question of providing a flying field, to be used in common by the 84th Division, Air Service, and the Airways Section, which Captain Streett represents.

Major William Frew Long, who was recently assigned to the 84th Division, Air Service, was on May 1st assigned to command this unit, relieving 1st. Lieut. John N. Joyce, who was its first commanding officer. Lieut. Joyce has been enthusiastic and energetic in his duties. Major Long served as a Major in the Air Service during the war, and brings to his new assignment the qualifications and ability to make the successful accomplishment of the aims and purposes of this unit an assured success.

### COLLEGE MEN EXCEL IN USE OF RIFLE ✓

To use the every-day slang, the undergraduates of the Agricultural and Mechanical College of Texas "shake a mean rifle". The college rifle team has just returned from Camp Bullis, Texas, where it was engaged in a rifle match with the team of the 9th U.S. Infantry. The match was very close and was not won by either side until the last range - 500 yards, rapid fire. The A & M Team won the match by four points.

The 9th Infantry team was composed of the best shots in the regiment, both officers and men. One of the team was a member of the Olympiad Team and at least one other was a Distinguished Marksman.

The A & M Team was composed of men picked from the various R.O.T.C. units of the College. About 1200 men are members of the Corps of Cadets. The Air Service unit was well represented on the team, three of its members being on the rifle team.

### THE RARITY OF AIR TRAVEL ACCIDENTS ✓

British publications, from all indications, are certainly behind aviation and are doing their utmost to encourage the industry. The recent collision of two air expresses on the London to Paris Airway which resulted in the loss of six lives, has occasioned editorial comment on the part of several publications wherein the comparatively few airplane accidents in relation to the considerable number of flights made was pointed out.

The illustrated London News, in this connection, devotes an entire page in its issue of April 22nd, to a graphic chart showing the extent to which commercial aviation was operated between different countries in Europe during the years 1920 and 1921. From this chart the following pertinent data is gleaned:

THE RARITY OF AIRTRAVEL ACCIDENTS. CONT'D.

	Continental Flights			
	Number of Flights		Passengers Carried	
	1920	1921	1920	1921
British machines	2,854	993	5,799	5,256
French machines	657	1,565	486	4,352
Belgian machines	104	421	98	630
Dutch machines	5	366	0	480
By others	0		0	13
Grand total of flights and passengers carried to and from England	3,620	3,345	6,383	10,731

Goods transported by air - 1920 - Imported total values £677,047, Exported total values £351,765; 1921 - Imported £375,474, Exported £195,826. (Britain)

Accidents in British Civil Aviation (including Continental Routes):-

Year 1920 - out of 42,296 passengers (mileage 546,400 m.) 14 killed, 15 injured.

Year 1921 - out of 42,680 passengers (mileage 452,000 m.) 3 killed, 6 injured.

The totals of British Civil Aviation Flights are (for 1920) 26,803 flights, (for 1921) 23,152.

It will be noted from the above that there was a decided falling off in the number of flights made in British machines during 1921 as compared with the preceding year, though in the matter of passengers carried the disparity is not so great, the number in 1921 being 543 less than that in 1920. To offset this, however, a considerable increase in flights and passengers carried by French, Belgian and Dutch machines is shown for 1921 as compared with the 1920 figures. Of much significance are the statistics on accidents, for although the number of passengers taking flights in airplanes during 1921 exceeded the number carried during 1920, only 3 were killed and 6 injured during 1921 as against 14 killed and 15 injured in 1920, indicating that great strides have been made in the matter of making the airplane a safe means of rapid transportation.

A NEW TYPE OF UNDERCARRIAGE.

At the Aviation Race meeting of the Royal Aero Club, held on Easter Monday at the Croydon Airdrome, London, and which was almost a failure due to bad weather conditions, one of the competing machines was an Avro-Viper, flown by Mr. Bert Hinkler. FLIGHT (London) states that a new feature of this machine is the undercarriage, "incorporating an oleo gear which appears to be most effective in damping oscillations and preventing bouncings. When the machine gets off, the plunger slowly sinks to the bottom of the cylinder, the undercarriage 'legs' coming down quite an appreciable distance. On landing, the first load is taken on the oil, before the rubbers have come into play, and at the end of its travel the plunger prevents bouncing. The result is that the undercarriage is extremely 'squashy', and that no shock is felt in the cockpits of the machine. We understand that the machine was deliberately stalled from about 20 feet, and even then did not bounce, nor was anything strained. This undercarriage certainly appears to be a great step forward, and should go a long way towards minimizing breakages of machines in inexperienced hands. As flown by Hinkler there was, of course, no need for it, but that is no reason why the type should not become very popular, as landings can be effected on very rough ground by its use."

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## NIGHT FLYING BETWEEN GROYDON AND LYMPNE (Cont'd)

The aircraft left Croydon Aerodrome about 9,20 p.m. and steered a direct course for Lympe Aerodrome on the coast. Temporary aerial lighthouses were in action at Tatsfield and at Cranbrook, and these were easily picked up. Shortly after passing the Cranbrook Light the Pilotage Light on Lympe Aerodrome became clearly visible. The machine then flew over Lympe Aerodrome and continued over the Channel towards St. Inglevert, the first aerodrome on the French side. The Marine Lighthouse at Cap Gris Nez, which had been visible as soon as the aircraft was over Biggin Hill, gave an excellent leading mark and very soon the French Aerial Lighthouse on St. Inglevert Aerodrome also came in sight. Turning back on its course the aeroplane then crossed the coast near Folkestone and headed direct for the Pilotage Light at Lympe, at which aerodrome an easy and smooth landing was effected. Leaving this station at about 11,30 p.m., a course was retraced to Croydon, the lights of the Terminal Aerodrome being easily picked out from all the mass of lights of Croydon, and London generally. After circling Croydon Aerodrome the aircraft was headed for Biggin Hill, where a landing was effected with the help of wing tip flares and ground flares.

The general impression of those who made the flight were that it is easier to find a course by night than by day and that provided the Continental ground organization is as good as our own there should be no difficulty whatever in commercial night flying over the London-Paris route."

## PURSUIT PILOTS GRADUATE

A class of eight student officers, training in advanced pursuit, were graduated at Ellington Field on Friday, April 23rd. Graduating exercises consisted of an Aerial Review by the Commanding Officer of the post and the Academic Board. Two formations of three SE5's each and one formation of five SE5's passed in review, after which they performed a series of maneuvers in formation. The following officers composed the class: Major E.H. Brainard, Marine Corps; Captain George C. Tinsley and Lieutenants Walter H. Reid, Claire L. Chennault, Elmer Glenn, John D. Barrigar, John K. Cannon and Donald F. Stace, Air Service.

## CROSS COUNTRY FLYING AT ELLINGTON FIELD

During the past week 23 officers of the 1st Group (Pursuit), Ellington Field participated in cross country flights, the flying time aggregating 105 hours. To date six cross country flights to Kelly Field have been successfully made in Thomas Morse Pursuit Planes. The gas capacity of this plane is just sufficient for this flight of 200 miles, the average time being one hour and forty minutes.

## KELLY FIELD AVIATORS ASSIST IN CELEBRATION

Four formations of five planes each assisted in the annual celebration of the Battle of Flowers of the Fiesta San Jacinto on Friday, April 21st. After flying for about an hour over the parade in San Antonio, the XB1A formation broke up over the Alamo and dropped floral bombs on this historic old building. The Attack Group entered as its representative in the parade a DH4B airplane stripped, mounted on a trailer and artistically decorated with streamers of the old and new Air Service colors, fully equipped with machine guns, bomb sights, generators and other general equipment required for attack planes. In large letters the words "Third Group (Attack)" formed an arc over the crest of the Third Group (Attack). The supervision of the float was under Staff Sergeant Floyd L. Parker, the designer of the Group's coat of arms.

## FILIPINOS ARE STILL SKEPTICAL OF THE AIRPLANE ✓

The new flying field at Camp Nichols, Rizal, P.I., seems to be very popular, being used by pilots from Clark Field coming and going, in addition to the pilots of Camp Nichols. This makes it seem like old times, and what sweeter music could an Air Service man desire than the drone of a perfectly tuned Liberty? In spite of the fact that much flying is done in the immediate vicinity of this station, the natives still appear to be rather skeptical of the airplane and regard it as something strange and not regular in the course of human events. When a plane flies over their barrio they will stop whatever they are doing and run out and

## FILIPINOS ARE STILL SKEPTICAL OF THE AIRPLANE (Cont'd)

gaze at it as though it was some strange bird that has paid a visit to this material earth from some far distant planet. When a pilot banks or zooms his plane, they fairly hold their breath-for how can it remain up and do the things it does? Recently, a formation flew over Manila and the water front. It was certainly a pretty sight, for so perfect a formation did the pilots keep that it seemed from the ground that they were fairly riding on each other's tail.

## GROUND AND PLANE RADIO DEMONSTRATIONS AT SAN ANTONIO

Lieutenant Canfield, Communications Officer for the 2nd Bombardment Group at Kelly Field, recently demonstrated radio-phone communication between a plane and the ground. A radio truck was stationed in front of the Alamo, San Antonio, and from a large amplifier in roof of the truck the voice from the plane overhead was heard clearly and distinctly by a large and interested audience. Along this line it may be said that Lieut. Schneider, Wing Communications Officer, is receiving a large number of letters of congratulations and thanks from points up to 800 miles away for the concerts and dialogues he has been giving on the new radio-phone recently received.

## 316th RESERVE SQUADRON GETS UNDER WAY.

After many trials and tribulations, the 316th Squadron has finally gotten under way. With the assignment of Captain A.F. Herold to duty as Air Officer for the 91st Division, the final obstacle to actual work was removed. Two Hissos were acquired for the instruction of the pilots, and an old DH for the instruction of the enlisted personnel. A Staff Sergeant and four specialists were detailed to temporary duty with the squadron.

Class instruction takes place every Monday night in the hangar which has been turned over for the exclusive use of the Reservists. On alternate Saturdays and Sundays, practical ground instruction and flying takes place. The ground instruction is under Staff Sergeant Fowler (28th Squadron). The Specialists act as instructors in their respective specialties.

There are assigned for duty to the Squadron 33 officers, leaving a shortage of only two for the full 100 percent. Enlistments are being sought, it being the intention to enlist the men in a body when a complement of about 50 percent of the authorized strength has been acquired. About 25 men are now taking instruction.

The 316th Photo Section has its full officer personnel, and is about ready to enlist its full quota of men.

Reserve officers have flown approximately ten hours during the week of April 25th. A shortage of oil compelled the cessation of flying. Lieuts. Farmer, Kearny and Cavagnero have successfully soloed during the week. Hopes are being entertained that all the officers of the organization will take advantage of the opportunity and take a refresher course soon.

## POST FIELD FLIERS VISIT MUSKOGEE, OKLAHOMA.

Fourteen ships (DH's) from Post Field, Fort Sill, Okla., paid a visit on Saturday, April 22nd, to Muskogee, where the Headquarter's 95th Division, Air Service, is located.

Major Thomas G. Lanphier, Officer in Charge of Flying at Post Field, with Captain Alexander Mileau, Flight Surgeon at Post Field, was in charge of the flight. Captains Vernon L. Burge and Frank L. Pritchard were the other officers of the permanent garrison making the flight. The following student officers of the Air Service Observation School, for whom the flight was a practice cross-country flight, were among those present: Captain DeFord, Captain Derby, Lieutenants Shrader, Vidal, Wischert, Davidson, Stackhouse, Shen (Royal Chinese Navy), Cooper (Chile), Evert, Williamson, Peck, McBlain, Schabacker, and four mechanics.

Captain Charles B. Oldfield, Executive Officer of the 95th Division, Air Service, was on the field to meet the visitors. After all had arrived, Major Lanphier led a 5-ship formation over Muskogee, with Captain Oldfield and Lieuts. Vidal, Shrader and Davidson following.

The Secretary of the local Chamber of Commerce, Mr. Lydig, was on hand to greet the visiting fliers, as were also newspaper representatives and a number of citizens of Muskogee. Each visitor as he arrived on the field was given a complimentary card by the Secretary of the Chamber of Commerce which entitled him to hotel accommodations at one dollar per day, 20% off on all meals and free admission to the ball game.



POST FIELD FLIERS VISIT MUSKOGEE, OKLAHOMA (CONT'D)

Captain Galloway, a student officer, preceded the others by about a half hour. His ship was immediately serviced, and in another half hour he was on his way to Hot Springs, with much foreboding on the part of all on the ground. He was later heard from as having arrived at Hot Springs, but needing a new axle and spreader board.

Lieut. Harry H. Mills (on his way to Dayton) came through about half an hour after the others had landed. Mills stayed all night in Muskogee and took off in the rain at noon Sunday for Springfield, Mo., his next stop. At about one-thirty Lieut. Fred C. Nelson dropped into the field, also on his way to Dayton. He brought the axle and spreader board for Galloway and it was sent by express to Hot Springs. Nelson was anxious to catch Mills, who had a two-hour lead on him, so he was serviced away in the rain at two-thirty.

After the formation, all the lads went to town in autbs donated by the enthusiastic citizens of Muskogee. They had lunch and then a drive around the town. At seven o'clock all gathered at the Hotel Severs for a splendid banquet, with a cabaret entertainment, after which they went to the Muskogee Town and Country Club for a dance.

Sunday morning broke forth with clouds and rain. All but five ships got away between showers and arrived at Post Field without mishap, save one, which had a forced landing without damage just outside of the reservation on account of exhaustion of gas. Two ships, (with DeFord and Peck as Pilots) took off a little later and were forced down at Henryetta, due to a storm. They returned to Muskogee later, and about one o'clock made another trial which put them through in good shape. It has rained constantly since Sunday, and three ships are at Muskogee waiting for good enough weather to get away. They are Major Lanphier with Captain Mileau, Captain Fritchard with mechanics and Lieutenant Wisheart with Lieutenant Davidson. From the looks of things now, it seems that they might as well take permanent station here.

The landing field at Muskogee, which is maintained by the Muskogee Airplane Company, was dubbed by someone as Hat-Box Field, on account of the similarity of the hangars to ladies' hot boxes, with the black and white strips running vertically. Each hangar is small and built just to hold one DH.

Matters in the 320th Observation Squadron (the Air Service unit of the 95th Division) are coming along splendidly. The Executive Officer is busy getting from the officers a record of their air experience, with a view to the reassignment of duties more commensurate with each officer's abilities. Second and third priorities (Corps and Army Groups) have not been authorized as yet, but the Executive Officer has lists prepared for the assignment of officers to these groups as soon as authorized.

PHOTOGRAPHIC AIRPLANES NEARING COMPLETION.

Fifteen DH4-BP1 airplanes, which the Engineering Department at the Fairfield Air Intermediate Depot, Fairfield, Ohio is manufacturing for photographic purposes throughout the Air Service, are nearing completion. By the first of May it is contemplated having these ships all set up and awaiting final test. To date there have been three of this type of airplane tested at Fairfield with very satisfactory results.

Kelly Field, San Antonio, Texas, April 17.

An expected visit of the Inspector General has caused quite a bit of unusual activity on the field, especially with lawn mowers and paint brushes. The results are very gratifying, as a great deal of competition has been aroused among the squadrons in the matter of civic pride.

The GAX armored triplane assigned to the 90th Squadron is still in one piece and making endurance flights of twenty minutes duration every day or so. Where are those Sons of Moses who prophesied the early demise of the six ton wonder? Ye writer would like the world to know that in his estimation the GAX is perfectly safe and sane, harmless even to the most delicate children, and we would gladly ride to and from work in the buggy were it not for the fact that the high altitudes attained give us a slight headache. The 90th is now engaged in driving bats out of the barracks and otherwise preparing for the impending visit of the Inspector General. Tradition demands that the 90th pass the best inspection of the field - if tradition didn't count. Harbeck would, so why say more?

The Officers of Kelly Field trounced the S.A.A.I.D., in the first game of the season in the Air Service Officers Inter-field League last Wednesday, to the score of 7-6, Major Reynolds and Col. Howard composed the battery for Kelly, and we must admit it was very effective as only one home run was made by the Depot. Next Wednesday a game is scheduled with Brooks Field and, if our little practice game with the depot is any indication, we feel sorry for the "gassers".

The inter-squadron base ball league has been furnishing a very exciting game almost every day. The 13th Squadron with three games won is looking forward to the possession of the Championship Cup.

Boxing is becoming a popular sport among the enlisted personnel of the field. The fistic contenders are in the throes of rigorous training for the Kelly Field Day, scheduled for an early date.

Missions are being sent out daily to gather information for the flight map that is in the process of construction in the Wing Operations Office. The outlines of woodland is sketched in free hand by the observers, and important landmarks, outlines of towns etc., are photographed. The first few sketches, we must admit, were sad - but as practice makes the artist, rapid improvement is noticed. Sketching in the air-to scale - is a difficult pastime; but it is excellent training, and after the first few experiments proves very interesting.

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

The other evening a false alarm was turned in at the fire house and the automatic siren sent out its warning to everyone on the Post. The fire department's hose cart was out and reported in fire zone 1 in short order. Everyone thought that the Post exchange restaurant was sure to be the scene of a total loss, but on arrival it was found that the alarm was caused by a short in the automatic circuit and Ed Flaherty, proprietor of the restaurant, offered all the soldier firemen cups of hot coffee for their prompt response.

Captain R. G. Ervin, Commanding Officer of the 18th Squadron, Observation, has departed on a month's leave. He is going to visit Boston and other cities in the East. While in Boston he expects to attend his brother's wedding. Mrs. Ervin is in Boston at the present time, and they both will return to this station about the first part of May. Lieutenant Hine, Adjutant of the 18th Squadron, is taking over the command during the absence of Captain Ervin.

Senior Manuel E. Nogue, until recently Supply Sergeant of the 18th Squadron, has obtained an honorable discharge upon completion of his term of service and is now on his way rejoicing to his home in sunny Cuba. Nogue returned a few months ago from the Philippine Islands, where he served two years with the 3rd. Aero Squadron.

The dance held by the enlisted men of the 18th Squadron at the U.S. Grant Hotel was a great success, and all of the men are looking forward to other social activities of the Squadron in the near future.

Major FitzGerald, Commanding Officer, and Captain Bevan, Engineering Officer, recently flew to March Field in a DH4B. Captain Bevan reports that they had a very enjoyable ride, but that he has a hard time trying to convince the Major that a DH is better than an SE 5.

The regular Thursday afternoon bridge-tea was held in the Officers' Club, with Mrs. Vanaman as hostess. Mrs. Burk held high score. Most of the officers were late reporting for refreshments, but all available finally arrived.

Carlstrom Field, Arcadia, Fla., April 21.

Twenty-four graduate cadets of the old class departed on Monday, April 17th, for their advanced training, three to Ellington Field for Pursuit work, six to Kell for Bombing, and the rest to Post Field for Observation. These twenty-four cadets and the six who are being held over for <sup>to be</sup> the next class, are the glorious remnant of an original class of seventy-four. It is hoped that the casualties (academic or otherwise) will not be as heavy at the advanced schools.

On Tuesday, April 11th, Major and Mrs. Royce, their young son "Scotty", and Lieutenant and Mrs. Woodward returned from their trip to Miami. The last lap was made at night over the prairie from Palmdale, and is claimed to have been the roughest ride (speaking of roads) in the history of automobiling.

On Saturday, April 15th, the Carlstrom Field baseball defeated the local team of the town of Punta Gorda on their home grounds by a score of 18 to 4.

The wives of the permanent officers of the field held their weekly bridge at the Officers' club on Monday afternoon, April 17th. The hostess, Mrs. Bivins, was assisted by Miss Esther Miller. Mmes. Kneer, Brown, and Jett, were guests of the club on this occasion, and Mmes. Hewitt and Patrick were the prize-winners.

Crissy Field, Presidio #5 San Francisco, Calif., April 25.

Practically the entire Post is looking forward with a great deal of pleasure to attending Mather Field's Masquerade Dance on Saturday night. Major and Mrs. Arnold, Major and Mrs. Brett, Lieut. and Mrs. Sweeley and Lieut. and Mrs. Goldsborough are all planning to motor to Mather Field for this affair.

The local ball team is rounding in shape rapidly. Last week's game with Alcatraz was called in six innings by Alcatraz, the score being 14-0 in our favor. The men are putting forth their very best efforts in the hope of winning the Presidio Championship and even higher honors. Our next game will be on Saturday with the Presidio All-Star Eleven.

Captain A. F. Herold's 316th Reserve Squadron is now a complete outfit. They have moved into old Air Mail Service hangars and have had two Hissos assigned to them. The Reserve Officers taking their refresher course in flying in this outfit have furnished us with thrills resembling those of the old Cadet days.

Sergeants Thomas J. Fowler and Cecil B. Guile flew to March Field for the purpose of bringing back a DeHaviland for Captain Herold.

First Lieutenant William R. Sweeley has been disqualified as a shepherd recently. His attempts to herd sheep from a municipal flying field at Modesto, California, being unsuccessful.

First Lieutenants Arthur G. Liggett, William C. Goldsborough and John W. Benton flew to Fresno, April 17th for the purpose of obtaining recruits. These Fresno trips are developing so rapidly in popularity recently as to lead one to believe that there is something else besides recruits at that place.

Captain A. W. Smith has been elected Secretary of the Crissy Field Officers' Club and is having the place all newly tinted and decorated. He has hopes of starting a mess sometime next week.

Captain Lowell H. Smith flew a very successful Coast Artillery shoot on Monday, April 17th, with Fort Funston, the cooperation being exceptionally good.

First Lieutenant Emil C. Kiel, is at present on a month's sick leave.

Chanute Field, Rantoul, Ill., April 24.

1st. Lieut. John W. Shoptaw, Air Service (Lighter-than-air) reported at Chanute Field on April 20. He was joined here by Mrs. Shoptaw and his two sons, John Thomas, aged eleven years, and Edward Earl, aged nine. Lieutenant Shoptaw has been detailed to duty with the Air Service Mechanics School for the purpose of organizing courses for the training of lighter-than-air mechanics.

If this news letter should by any chance come to the attention of a certain officer recently transferred to the Hawaiian Islands, who possesses the initials 'H.A.S.' his friends at the post send him word that the grass behind the hospital and quartermaster buildings, over which he used to tread lightly some minutes - or hours after the morning whistle blew, is beginning to grow in again.

March Field, Riverside, Calif., April 15.

The work of crating and packing is going along merrily in the shops, while everything that will fly is being assembled in the hangars, tested and turned over to Lieutenant A. B. Pitts for ferrying to San Diego. As Pitts has just six available pilots, including himself, and it takes two pilots one day to deliver one ship,

March Field, Riverside, Calif., April 15 (Cont'd)

it looks as though the job would continue for quite some time. What's worrying us at present is how long it will take Morrison to walk back from San Diego after delivering the last ship.

In spite of much excellent dope to the effect that the 19th Pursuit Squadron would leave for Honolulu on April 25th, no orders have as yet been received. The 25th of April is approaching, and evidently someone has neglected to inform the War Department. However, a certain officer, whose cousin is very thick with a warrant officer at Fort Mason, says that just between you and I a certain transport has recently been fitted up with sand blowers and portable dust storm equipment, thus proving conclusively that it is being made ready to furnish homelike surroundings to Air Service troops. This, it is hardly necessary to state, is highly improbable on the face of it, for who, we would like to know, ever managed to be thick with a warrant officer at Fort Mason? Huh!

The 19th Squadron baseball team won and lost last week. Our players usually seem able to lay by a few extra runs along toward the end of the game and then forget all about baseball and let their minds turn to thoughts of Sergeant O'Brien and mess call. Also the well known rubber glove seems to get in some deadly work in the last innings or so. Consequently several games that have been well played and virtually won have somehow been mislaid at the last moment. Saturday and Sunday the 19th plays the Sherman Indians and the Murrietta team, respectively, and it is hoped that, in spite of certain of the regulars being on the sick list, the team will be able to cut two new notches in its bats. Third Baseman Samson is in the hospital trying to recall what happened after his motorcycle turned over the second time. Catcher Moreland has a broken arm. The above alibis are hereby filed in advance.

Speaking of baseball, Major Peabody left the post today with mask and protector to umpire a game at Redlands, and at a late hour tonight had not been heard from. If our recollection of violently partisan small town baseball fans is not in error, the C. O. might have done well to provide himself with an extra protector for the south side, a piece of lead pipe, a sawed off shot gun and running shoes.

Ross Field, Arcadia, Calif., April 22.

Last week was a busy one for the Stork at this post. Captain and Mrs. W.B. Gates announce the birth of a daughter, and Lieutenant and Mrs. C. P. Kane announce the birth of a daughter, both being born April 17th. On the same date a cablegram from Honolulu announced the birth of a son to Captain and Mrs. H. W. Mooney who left this field February 5, 1922.

A team composed of officers of the post trounced a team of school officers to the tune of 14 - 12 at indoor baseball on Wednesday afternoon, the 19th.

The monthly hop held on Friday evening, April 21st, was well attended. Many guests were present from March Field, Pasadena and Los Angeles and vicinity.

A splendid boxing show was staged at this post on Wednesday evening, April 19th. Some of the best contests seen in this part of the County were put on; the principal bout being between Bill Barlow of Monrovia and Jack White, Pasadena Fireman. The bout certainly had the fans on their toes throughout the entire four rounds, the decision going to Barlow, who had the edge on the first three chapters. However, White finished strong. The decision was well received.

The R.O.T.C. members of the Senior Class, California Institute of Tehhnology, in charge of Captain H. Kramer, Corps of Engineers, visited the post Saturday, April 22nd. A Caquot balloon was put in ascension and maneuvered for the benefit of the cadets, who evinced great interest in the proceedings.

A charming reception was given by the Commanding Officer and Mrs. Baldwin at their quarters on Sunday afternoon, April 23rd. It was attended by the officers and ladies of the post and numerous friends from Los Angeles and Pasadena. About one hundred guests were present. The quarters were <sup>very</sup> tastefully decorated. Refreshments were served from four to six thirty.

Clark Field, Pampahga, P.I., March 4.

This week has been devoted to the playing of mass games, taking the place of infantry drill for the period of one half hour each morning. Much interest and diversion has been found by both officers and soldiers in the playing of these games, and they have entered into them with vim and punch.

The officers are now using a large amount of their spare time in agricultural pursuits. Their vegetable gardens show promising signs of a reduction in their high cost of living, and much time is spent in keeping their lawns fresh and green.

Clark Field, Pampanga, P.I., March 4. (Cont'd)

The annual tennis tournament, which is a source of keen competition of organizations of Camp Stotsenburg, is now well under way and promises an interesting season. Captain John I. Moore, 1st. Lieut. R. Baez, Jr., and 1st. Henry I. Riley will represent the Air Service in the male singles. Capt. Moore, Capt. L.N. Keesling, Lieuts. Baez and Riley are hopeful of winning the male double. We are sure that they will - they have the Air Service behind them.

During the week 23 flights were flown totalling 1180 minutes duration.

Clark Field, Pampanga, P.I., March 11.

The week ending March 11th seems in retrospect to have been replete with formation work. As reported in last "News Items", Friday, March 3rd, was spent in ferrying planes from Clark Field to Paranaque for use during the succeeding week by pilots of stations in that vicinity in the formation scheduled for the arrival of General Wright and departure of General Kernan. At sunrise on Monday morning, the 6th, a five-plane formation, led by Major A.H. Gilkeson, Commanding Officer, 3rd. Squadron (Pursuit), involving many diverse maneuvers, greeted the transport "Thomas" as it steamed across Manila Bay to dock within the breakwater. Another six-plane formation from Paranaque was consolidated, and for well over an hour entertained the passengers that thronged the docks.

Again on the tenth, two formations gave a flying "despedida" for General Kernan who departed on the outgoing "Thomas". The first flew over the ship as it left the dock and then two hours later took off again from Paranaque and picked up the boat when well out into the China Sea. Everyone got a thrill while following the leader down and along the decks. The local contingent then returned to Clark Field via Subic Bay, Olongapo and across the slopes of Mt. Pinatuba, while Camp Nichols pilots flew direct to Manila. Local pilots who participated were Major A. H. Gilkeson, Captain C.D. Midcap, 1st. Lieutenants E. H. Guilford, H. I. Riley and G.W. Pardy, with the following observers: Captain Ryan, Medical Corps, 1st. Lieutenant H. Greenlaw, 9th Cavalry, Master Sergeant W.C. Hunter, Staff Sergeant T. H. Schleuning, and Private F.J. Christian.

Camp Nichols, Rizal, P.I., March 4.

The main activity of the week has been formation flying by the officers of this station in connection with the training schedule inaugurated by the operations officer. A formation of five (5) DH4-B's made a trip to Clark Field and return, the pilots being Captain Lafferty, Lieutenants Leonard, Hurd, Bettis and Taylor.

A formation of seven (7) planes made a trip to Taal volcano, Cavite and return, the pilots being Captains Lafferty and Patterson, Lieutenants Leonard, Hurd, Bettis and Taylor, and Major Jones Department Air Officer.

The following named enlisted men of this station are returning to the United States on board the "Thomas": Staff-Sergeant H.A. Wages, Private First Class D.T. Bear, C.E. Gray, L. Green, T.O. Faria and A.J. Buelow and Privates A. H. Francis and D.W. Neff. They do not expect to shed tears at the thought of leaving this moist and delightful climate for the cold and arid regions of the home land.

Camp Nichols, Rizal, P.I., March 11.

On Monday, March 6th, a formation of thirteen DH-4B's met the transport "Thomas" down the bay, in honor of Major General Wright, who arrived on that vessel and assumed command of this Department.

A formation nine DH-4B's flew over the "Thomas" on Friday March 10th, when she left the dock, and again after she has passed Corregidor Island and entered the China Sea, as a farewell courtesy to Major General Kernan who had been relieved as Department Commander and who departed for the United States.

The formations on Monday and Friday were composed of officers from all heavier-than-air organizations in the Philippine Department, the pilots being Major Gilkeson, Captains Midcap and Keesling, Lieutenants Moore, Guilford, Pardy and Baez, 3rd. Squadron (Pursuit); Lieutenant Johnson 2nd. Squadron (Observation), Captains Lafferty and Patterson, Lieutenants Leonard and Hurd, Air Park No. 11; Lieutenant Bettis; Hdq. detach., 4th Group, (Observation); and Lieutenant Taylor, 6th Photo Section.

On Thursday, the 9th, Lieutenant Hurd made the first flight from our new landing field, which is nearing completion. The results of his take-off with a DH-4B were a dust storm only to be equaled on the Mexican Border. Work has commenced on tearing down the Hangars at Paranaque Beach and setting them up at this station.

Camp Nichols, Rizal, P.I., March 11 (Cont'd)

On Saturday March 11th, Lieutenant Hurd, pilot and Warrant Officer Cochran, as passenger, made a flight to Clark Field. Earlier in the week Lieutenant Leonard attempted to ferry Warrant Officer Cochran to Clark Field, but was obliged to return to this station on account of rain and poor visibility in the vicinity of Mt. Arrayat. On this account the pilot made long detours around the rain clouds and storms and was obliged to return for lack of gas after three hours of continuous flying. The Plane being long overdue, considerable anxiety was felt here and at Clark Field on account of the unfavorable character of the country to be traversed, and planes were sent out from both fields to locate the missing plane.

Kindley Field, Fort Mills, P.I., March 7.

There has been good flying weather throughout the week and several flights were made, of which three were cross-country to Manila.

On March 1st and 2nd, the Squadron worked a problem with the Navy.

Two officers were soloed on HS-23L seaplanes during the week. None of the new officers at this field had soloed seaplanes when assigned to the Squadron.

Kindley Field, Fort Mills, P.I. March 13.

There has been good flying weather throughout the week, with the exception of high wind velocity the latter part of the week, making the water too rough at times for safe landings and take offs. A formation of three seaplanes left Kindley field at 6:20 A.M., Monday, March 6th, 1922, and met Major General Wright, who was aboard the U.S.A.T. "Thomas", as he passed Corregidor Island, and escorted him into Manila Harbor. Greetings were sent the General and Major T.J. Hanley, A.S., by radio. On Friday, March 10th, at 2:00 P.M., two planes left Kindley Field and met Major General Francis J. Kernan, who was aboard the U.S.A.T. "Thomas", and escorted him through the North Channel.

Major Thomas J. Hanley, Jr., Air Service, arrived in this Department on the Transport "Thomas", March 6th, to take command of the 2nd. Squadron (Observation) and Kindley Field. He was greeted by a formation of seaplanes, under command of Captain J. H. Houghton, who was then in command of Kindley Field. Another arrival at this field was Lieutenant Albert J. Clayton, Air Service, who was assigned to the 27th Balloon Company (Coast Defense).

Captain Idwal H. Edwards, Adjutant, left on March 7th for a 16 day's leave to visit points of interest in the Southern Islands. Lieutenants Gray of the 27th and Lieutenant Bowling of the 17th Balloon Companies received their orders this week to proceed on the May Transport to Langley Field for dirigible training.

Mitchel Field, L.I., New York, April 22.

Major General Robert L. Bullard, Commanding General of the 2nd. Corps Area, paid Mitchel Field an official visit on April 21st.

Lieut. F.P. Kenney, Officer, in Charge of the Cost Accounting Section at the Air Intermediate Depot, Fairfield, Ohio, was a recent arrival at Mitchel Field. He is here on temporary duty in connection with working out certain phases of cost accounting, particularly regarding cost accounting within an Air Park.

By arrangement between the Commanding Officer, Fort Totten, and the Commanding Officer of Mitchel Field, Captain G.M.D. Connell, Coast Artillery Corps, has reported at this station for conference regarding further plans for cooperation between the Air Service and the Anti-Aircraft Battery at Fort Totten. Major Junius W. Jones, Air Service, Field Operations Officer at Mitchel Field, has been designated as the Air Service Officer to confer with the Coast Artillery Corps in working out these problems.

During the past week the policy has been followed of having each flying Officer at this station fly at least once daily. In carrying out this plan, it has been outlined that all flights will be with a definite purpose. To carry out this instruction, the Operations Officers of the various organizations have drawn up several missions which are assigned to officers when they report for flying on any given date, and immediately upon return from these flights, report of the accomplishment of the mission is turned in to the Operations Office. This plan is bringing very satisfactory results in that promiscuous flying around the air-drome without definite purpose is entirely eliminated.

Fairfield Air Intermediate Depot, Fairfield, O. April 29.

Cross country trips during the week were made by Lieut. Steinmetz in a Fokker and Lieut. Haynes in an SE5 to Fort Benjamin Harrison, Indiana, and Lieut. Thomas and Lieut. McPike in a DH4B to Selfridge Field, Mt. Clemens, Mich.

Four DH4B airplanes left this station on Thursday for Mitchel Field, L.I., New York. These ships were piloted by Lieuts. Connell, Beau, Monahue and Berhautins. It is expected that more pilots will arrive in the near future to ferry the DH4-BP1 airplanes which the Engineering Department has remodeled for Mitchel Field.

Lieut. Gerald E. Ballard has received orders to fly to the L.W.F. Corporation, College Point, L.I., New York, and also to the Curtiss Aircraft Corporation, Buffalo, N.Y., for the purpose of making an inspection of Liberty 12A motors.

On the visiting list this week were the names of Lieut. Mills and Lieut. Nelson from Post Field, Fort Sill, Oklahoma. Both officers are on official duty at McCook Field, Dayton, Ohio, but paid a short visit to the Engineering Department for the purpose of renewing friendship with officers and civilian employees with whom they had previously associated.

The Curtiss JN6HB-1, which has been converted into an ambulance ship for the Office of the Chief of Air Service, has been unavoidably delayed due to a few parts which the Engineering Department had to manufacture. Work on these parts is progressing very rapidly, however, and it is estimated that this ship will be given its initial flight test within a week or so.

Brooks Field, San Antonio, Texas. April 29.

The weather has been unfavorable for flying during a large part of the month of April. There were several severe storms and on many otherwise good days high winds prevented balloon work.

Carnival week and the Battle of the Flowers in San Antonio passed without any casualties, or anyone missing at Brooks Field, and the usual camp duties again carry on.

During the past week 22 recruits arrived from Fort Logan and were assigned to the 16th Airship Company.

Brooks Field was well represented at the Flower Show in the St. Anthony Hotel, in San Antonio, last week. The design of an airship built of flowers took first prize for the Army among the organization exhibits, second place going to the 2nd. Division of Camp Travis. The first prize for exhibits of individuals was won by the exhibit submitted by Master Sergeant and Mrs. William H. Williams of Brooks Field.

The members of the Art Study Circle, of San Antonio, were guests of Mrs. J.A. Pagelow, at Brooks Field, on Tuesday. Mrs. Simpson, Mrs. E.F. Harrison, Mrs. O.J. Bushey, Mrs. E.L. Fernstei and Mrs. J. Benson, all of Brooks Field, assisted Mrs. Pagelow in serving luncheon, after which the guests were driven about the post inspecting the new airship hangar and the work being done in the Aero Repair Shops. There were 43 present at the club meeting.

The following information was obtained from a confidential source who has provided reliable information in the past. It is being provided to you for your information only. This information is being provided to you on a confidential basis and is not to be disseminated to any other person without the express written consent of the [redacted].

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Information Division  
Air Service

May 24, 1922

Munitions Building  
Washington, D.C.

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

FOR RELEASE May 27, 1922

ACTIVITIES OF THE TRADE TEST DEPARTMENT AT CHANUTE FIELD.

Statistical reports show that during the period between December, 1919, and July 1921, approximately 1450 students were placed in the Air Service Mechanics School, Chanute Field, for courses of instruction. Of this number 2.2% were dropped for inaptitude, having failed to make the grade of 70% or above. Prior to December, 1919, 32% of the men entered in school were dropped via the inaptitude route, thus showing that the Trade Test Department has been successful in reducing the failures of the school by nearly 30%. Statistics further show that during the functioning period of the Trade Test, approximately 100 men were rejected as being incapable of assimilating any course of instruction taught at the school, thereby effecting a great saving of money, in addition to upholding the morale of the various classes to a marked degree, inasmuch as a man of mediocre intelligence or a slow thinker would impede the necessary rapid progress which students must make.

The immense amount of time and energy expended in the placing of these men in courses which will prove most beneficial to the Air Service and to themselves is not shown in these figures. A conservative estimate of the number of interviews granted, by which the Trade Test Department has attained its enviable record, would reach close onto the five thousand mark, since it is found necessary in fifty per cent of the cases to change the men from their natural desires to a course best fitting their qualifications. The "Natural Desire" is usually the course for Airplane Mechanics or Airplane Engine Mechanics. In placing a man in a course of instruction, three important considerations must be dealt with, paramount among which being the existing orders from the Chief of Air Service that 22 courses of instruction be maintained and in constant operation; secondly, the man's qualifications and, thirdly, the man's desires. The orders from the Chief of Air Service require that a certain proportion of the students of this school be placed in each of the 22 courses which are taught, in order that each course may be operating at its full capacity at all times. This is necessary in order to supply the organizations with specialists in the wide and varied trades necessary to properly carry on Air Service work. To meet this condition, men sent to this school for instruction must in many cases be placed in courses which at the outset they do not desire. It can readily be seen that if these men were simply ordered to take a course and placed in that course without further notice, a great loss of efficiency would result, for while a man can be placed in a course of instruction he cannot be forced to learn nor to take an interest in his work. Men would be dissatisfied and the morale of the school would greatly suffer therefrom. The task of "selling" the various courses to the men devolves upon the Trade Test Department. It is something which requires tact, judgment, and a high degree of diplomacy, not to mention the great amount of time.

It is due to the great amount of attention and conscientious application given to this matter that the present efficiency of the Trade Test Department is, as before stated, 97.8%. As a testimonial to the success of this method, several men who have completed courses have come to the Trade Test Department upon graduation and candidly admitted that in "selling" them the course of instruction, other than that which they thought they desired, the Trade Test had benefitted them, the students, materially.

The compilation of statistical reports above mentioned does not cover the period from July, 1921, to the present date, and of this period much can be said. The first outstanding event in the life of the Trade Test Department for the period named was the ordering of the Chief Trade Test Expert to Mitchel Field, Long Island, N.Y., where he interviewed and trade-tested 600 enlisted men for the purpose of ascertaining their mechanical and mental qualifications. These qualifications were forwarded to the Chief of Air Service for file and reference. Closely following this, 150 men reported to the Air Service Mechanics School from

Mitchel Field for courses, as a direct result of the trade-testing carried on shortly before. It is needless to say that these men proved to be very exceptional material, compared with a later detachment of enlisted men who had not been classified. Thus, the value of the Trade Test was again exemplified. Following this was a period of inactivity, due to the reduction of the Army. However, with the transfer of the Air Service Mechanics School from Kelly Field, San Antonio, Texas, to Chanute Field, Rantoul, Ill., the old "go-get-em" spirit was again in evidence in the recruiting drive, which took place in December 1921, and January, 1922. In selecting men for enlistment, all candidates were given a short preliminary test by the officer in charge of the recruiting station. If, in his estimation, the applicant was deemed desirable, he was sent to Chanute Field and given a trade test to further determine his qualifications. If found suitable for the Air Service by the board, they were enlisted. Before being placed in courses of instruction, all men enlisted were again trade-tested and their records made. During the recruiting drive 713 men were interviewed by the Trade Test Department to determine their qualifications for enlistment in the Air Service. Of this number, 119 were rejected by the Trade Test Department as possessing neither the mental nor mechanical qualifications for Air Service work. Of these 119 rejected men the Trade Test Department was successful in obtaining fifty for other branches of the Service. Again, the figures tell a story, but not the half of it. They do not tell of the midnight oil burnt, of the hoarse voices, of the meals missed, of the perspiration splattered and nobly shed through the line in the old thermo had contracted itself about the zero mark. The foregoing little tale of the Department speaks for itself; Now let us strike off at a tangent.

OTHER FUNCTIONS OF THE TRADE TEST DEPARTMENT  
OR  
THE DUMPING GROUND OF THE A.S.M.S.

The Officer in Charge of this Department has so many titles that if he had a tin badge for each one and they were pinned on him, the admiring public would have serious difficulty in discovering his noble physiognomy beneath the mass of metals. In addition to this, he is the lowest ranking member of the school's staff and, therefore, catches every job which is tossed nimbly down the line. Having no alternative, he has to do the work. Nevertheless, he has spent, does and will spend many sleepless nights praying Heaven to send a still lower ranking officer to Chanute Field so that he can engage in the daily diversion of "buck passing". Somewhat of an idea of this man's activity may be gleaned from an enumeration of a few of his titles, viz: Officer in Charge of Trade Test, E. & R. Officer; Information Officer; Athletic Officer; Publicity Officer; Morale Officer; Member of G.C.M.; Secretary of Officer's Club; Engineer Officer, 15th Observation Squadron; Transportation Officer, 15th Observation Squadron; and Athletic Officer, 15th Observation Squadron. Again a story is told, but not the half of it - not a quarter of it. In addition to handling the duties aforementioned with enviable efficiency, this Department is also the recipient of all jobs, ordinary, extraordinary and otherwise; i.e., selling pennants, near beer, auctioning off left overs from the flying circus, organizing baseball, football, and track teams, building tennis courts and baseball diamonds, running picture shows, promoting boxing matches and coaching athletic teams.

These are only some of the glorious tasks accomplished by this Department. It has done everything that is possible to be done on a large and well ordered flying field, even unto caring for the Pathe News camera man, who at one time infested the field for the purpose of photographing parachute jumps and other aerial activities. This Department is proud of its record. "Grin and bear it" is the motto, "Lay on MacDuff" is the slogan.

FLYING ACTIVITIES AT CARLSTROM FIELD

The records of the Flying Officer at Carlstrom Field, Arcadia, Fla., show a total of 65 student officers and cadets under primary flying instruction during the month of April. A total of 5 officers and 13 cadets were relieved from further instruction during the month by the Academic Board. The total man hours flown during April was 2,174:55, aircraft hours flown, 1,480:20.

## THE AIRCRAFT EXHIBIT AT BALTIMORE

Baltimore's Fourth Exhibition of Aircraft, to be held at Logan Field on Decoration Day, is coming along in great shape, and from all present indications this will be one of the largest meets ever held in the East. Not only are local civic organizations behind the meet one hundred percent, but also the big national bodies, (the Aero Club of America and The Aeronautical Chamber of Commerce.)

The members of the Flying Club Baltimore, one of the liveliest and most active flying clubs in the country, are working hard to raise \$2,000 for prize money, and it is hoped that the goal will be reached in a few days. Mr. Luther K. Bell, of the Aeronautical Chamber of Commerce, is in Baltimore helping the local men to put the show over - the second national event of the year.

Among the tentative list of manufacturers who will probably exhibit ships are

Wallace M. Kellett  
Lawrence Sperry  
American Aircraft Co.  
Morane-Saulnier  
Dayton-Wright Company  
Huff-Daland Aero Corporation  
Netherlands Aircraft Company  
John M. Larsen  
Curtiss Aeroplane Corp  
Laird Aviation Company  
Longren Aircraft Corp  
Cox-Klemin Aircraft Corp.

and one or two of the smaller fellows. Prizes will be awarded to the most efficient and best performing airplanes.

In addition to the commercial exhibit, the Army and Navy Air Services have agreed to send over a large contingent of military planes. Among the special events for military planes will be a mimic bombardment of a fort by airplanes armed with smoke bombs.

The 104th Squadron, Maryland National Guard, the first National Guard Air Unit to begin operations in the country, will give demonstrations of precision flying and balloon sniping, also formation flying.

### TRAINING OPERATIONS STARTED AT ELLINGTON FIELD.

Training operations, in which every qualified pilot of Ellington Field will participate, began on May 1st. The first week's schedule consisted of tactical formation training by squadrons of full strength. Pilots have been assigned in equal numbers to the 94th and 27th Squadrons.

### CONSTRUCTING BALLONS FOR NATIONAL BALLOON RACE.

Two balloons are being constructed at Scott Field, Belleville, Ill., for the National Balloon Race to be held at Milwaukee, Wis., on May 31st. These balloons will be known as U.S. No. 2 and U.S. No. 3. Each of the balloons will have a capacity of 80,050 cubic feet, and will be 105 feet from bottom of basket to the top of the balloon.

### ELIMINATION CONTEST AT SCOTT FIELD

In preparation for the National Balloon Race to be held at Milwaukee, Wis., on May 31st, an elimination contest was held on Saturday, May 6th. Two balloons of 19,000 cubic feet capacity were used the first piloted by Lt. J.W. Shoptaw, Chanute Field, with Lt. Courtland Brown as aid, and the second piloted by Lieut. J.H.C. Hill, Scott Field, with Lt. James Healy as aid. Both balloons covered in the neighborhood of 110 miles, but Balloon No. 1, though holding a few miles advantage over Balloon No. 2, was in the air fifteen minutes longer. The race was so close that all data has been sent to the Chief of Air Service for his award.

### RECORD FLIGHT FROM TEXAS TO THE PACIFIC COAST.

What is believed to be the fastest time ever made between Kelly Field, San Antonio, Texas, and the west coast, was negotiated by Lieutenants James H. Doolittle and Leland S. Andrews, of the 90th Squadron. Leaving Kelly Field at 5:30 a.m., on May

Germany. It was while on duty in Germany that he met with a most serious accident, which caused his physical disability and consequent retirement. A rifle he was using exploded, and particles of steel entered his right eye.

The last official ceremony, in which Major Fitzmaurice received the officers and troops in his command, was held on the morning of May 2nd. He addressed the men, expressing his satisfaction and appreciation of the cooperation from officers and men that has made the 22nd Squadron and the 4th Photo Section successful. He expressed regret at leaving the military service and in parting with the personnel of the depot and his many friends in Montgomery.

Major Fitzmaurice intends to make his home in Los Angeles, Calif., where his parents now reside.

#### AIR SERVICE RESERVE ACTIVITIES IN COLORADO.

The head quarters of the 103rd Division, Air Service, was recently established in Rooms 210 and 213, Federal Building, Colorado Springs, Colorado. The office was opened up by borrowing a few small tables and chairs from the custodian of the building, pending the arrival of office equipment on requisition. A great deal of publicity was given concerning the establishment of headquarters by local newspapers, with the result that many inquiries were received from former service men and reserve officers located in and near the city of Colorado Springs. All who made inquiries were interested to know if, in joining the reserves, an opportunity would be afforded them to fly. All were anxious to get hold of the controls again and to keep up their training. The officer on duty with the Division Air Service at once set about to locate a suitable landing field where he could invite visiting ships to land, the information found in "Notice to Aviators" for January 1, 1922, concerning a field in this locality, not being reliable. An excellent field was located,

## RECORD FLIGHT FROM TEXAS TO THE PACIFIC COAST (Contd.)

th, they arrived at Rockwell Field, San Diego, Calif., at 4:55 in the afternoon, covering the distance of over 1200 miles in 12 hours and 30 minutes flying time. The total time, including two stops, one at El Paso, Tex., and one at Nogales, Arizona, was 13 hours and 25 minutes. The flight was made in a DH4B, on which Lieuts. Doolittle and Andrews made a few little changes in the way of compartments in which to stow their clothes, a shovel, pick, some extra rope, and a few repair parts. A change was also made in the pump and feed system, concerning which Lieut. Doolittle will make a full report upon the completion of his trip. The plane was equipped with the large size, or Handley-Pago type of wheels, and an extra set was carried strapped beneath the center section of the fuselage. Both officers, although a little tired, reported an excellent trip, and are strong in their trust of the Liberty engine. They intend to take a trip up the Pacific Coast as far as Crissy Field and to pass through Rockwell Field on their return flight to Texas.

### ECONOMY SHOULD RANK WITH EFFICIENCY.

In his inaugural address on the occasion of the official opening of the Royal Air Force Staff College at Andover, Hants, England, on April 4th, the Chief of the Air Staff, Air-Marshal Sir Hugh M. Trenchard, stated among other things:

"Remember, the one great thing to which you should, at all times, apply your thoughts and brains is the expansion of the power of material and personnel without increasing either \* \* \* \* What you have to weigh, and weigh carefully, is the balance between cost and efficiency. If efficiency is equal in each case, which is the more economical.

I very often hear of officers saying 'My squadron is more efficient than so-and-so's squadron,' but seldom did I, in the old days, hear of an officer saying 'My squadron is as efficient as so-and-so's squadron, but I run mine at half the cost in petrol and tyres and machines.' It is from that point of view that I want every officer to approach the question, to procure a maximum of efficiency at a minimum of cost, and to take a pride in the result as they do in economy in their homes, \* \* \* \* I do not want you to think that efficiency is not still an important factor, but I do want you to have it constantly in mind that economy is as great a factor."

### MAJOR FITZMAURICE RETIRES FROM ACTIVE SERVICE

Major William J. Fitzmaurice, Air Service, who has been in command of the Montgomery Air Intermediate Depot since October, 1920, has been retired from active duty with the army; and will be succeeded in command by Major Roy S. Brown, commanding officer of the 22nd Squadron.

Major Fitzmaurice began his military career upon entrance to West Point Military Academy in 1904. He graduated therefrom in 1908, and was appointed a 2nd Lieutenant of Infantry. During his 18 years of service he has filled many important positions of responsibility. He saw foreign service in Alaska, Panama, France and Germany. It was while on duty in Germany that he met with a most severe and painful accident, which caused his physical disability and consequent retirement. A rifle he was using exploded, and particles of steel entered his right eye.

The last official ceremony, in which Major Fitzmaurice received the officers and troops in his command, was held on the morning of May 2nd. He addressed the men, expressing his satisfaction and appreciation of the cooperation from officers and men that has made the 22nd Squadron and the 4th Photo Section successful. He expressed regret at leaving the military service and in parting with the personnel of the depot and his many friends in Montgomery.

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## AIR SERVICE RESERVE ACTIVITIES IN COLORADO (Cont'd)

and permission to use same has been granted by the owner. With the assistance and cooperation of a local flyer, a 40-foot white circle was made in the center of the field, and a standard wind sock placed at one end of a pole. This information, with a sketch of the field, was sent to the Chief of Air Service; Air Officer of the 8th Corps Area; Post Field, Fort Sill, Okla.; and Kelly Field, Texas.

The organization of the 103rd Division, Air Service, as to the assignment of officers is just about complete, there being a few vacancies yet in the grades of Captain and First Lieutenant, and a surplus in the grade of 2nd Lieutenant. Enlistments for the 103rd Division, Air Service, have not as yet been undertaken due to lack of a clerk and office equipment and supplies. Hope is entertained that this deficiency will be supplied in the very near future.

### DEDICATION OF SHOEN FIELD, FT. BENJ. HARRISON, IND. ✓

Under the auspices of the 464th Pursuit Squadron, Organized Reserves, the 100-acre tract used as a flying field at Fort Benjamin Harrison, Ind., was dedicated to the memory of Lieut. Carl Shoen on Sunday, May 7th. Lieut. Shoen was an Indianapolis boy, and at the time he was shot down in 1918 he had been credited with seven enemy airplanes. In his last combat he was engaged with a superior number of the enemy. Mrs. Shoen, his mother, was present at the ceremony.

All roads and available space around the field were jammed with the parked cars of the spectators. The crowd surrounded a flag-draped Martin Bomber Transport. The nose of this ship was used as a speaker's platform. Major-General George W. Read, Fifth Corps Area Commander, made an appropriate talk and then introduced Judge Robinson, of Indianapolis, who recounted the life and deeds of Lieut. Shoen and the debt Americans owe to him and his comrades who, through their supreme sacrifice, have shown the way to one hundred percent Americanism.

Immediately following the program of speeches, there was a battalion parade by the 11th Infantry troops and band stationed at Fort Benjamin Harrison. They passed in review before General Read, Judge Robinson, Mayor Lew Shank and officials of Indianapolis, and the members of the 464th Squadron, who were in uniform.

The spectators were then taken in hand by the Reserve Officers shown the different planes. The DeHavillands and Curtiss offerings received scant attention because the big Martin "U.S. Transport" began to warm up for the return flight to McCook Field, piloted by its skipper, Lieut. Wade. The day was perfect for flying. Under the leadership of Major Maxwell Kirby, four ships were warmed up, and all members of the Reserve Squadron were given rides. Later on several of them were allowed to solo. For about two hours the field resembled a hive of huge bumble bees, planes alighting and departing, circling and soaring, while they were followed with interest and apprehension from the ground.

Due to the efforts of Major Kirby and a Committee of Reserves, all planes went through with well-oiled smoothness. There was no suggestion of a mishap in flying. The day was a great success from every standpoint. The people were acquainted with the fact that there will be flying in this vicinity, and it will become popular. The Reserves gained worlds of publicity and the 464th Squadron will receive applicants. At least, the organization will become widely known by its efforts.

### AIR SERVICE DETACHMENT RETURNS FROM GERMANY.

The Air Service Detachment, consisting of two officers and 83 men, arrived at Mitchel Field on May 4th, from Germany. This detachment was apparently assigned to Mitchel Field to be broken up and the personnel distributed to other Air Service stations. This fact is regretted very much by Mitchel Field, because it is found that the detachment contains some very excellent soldiers and mechanics. The officers reporting with the detachment, 1st Lieutenants Dogan Arthur and Russell M. Greenslade, Air Service, have been ordered to report to Langley Field and Kelly Field, respectively.

### NO LANDING FIELD NEAR MONTAUK POINT ✓

Under instructions from the Commanding Officer of the 2nd Corps Area, 1st. Lieutenant Eugene H. Barksdale, Air Service Mitchel Field, was assigned the duty of investigating all possible landing fields in the vicinity of Montauk Point, Long Island, with a view to determining whether or not it would be practicable to establish a temporary landing field in that vicinity during the field training period for the National Guard. Lieutenant Barksdale completed the mission and reported that no satisfactory landing fields are available in this vicinity.

"All things come to him who waits" fittingly describes the 136 th Squadron, Observation, Tennessee National Guard, which was Federally recognized in December, 1921. For many weeks the squadron "carried on" under very adverse conditions. Finally, a consignment of four JN6H's arrived, and immediate action was started to set them up the week following the completion of the first steel hangar. In the meantime the second hangar was completed, and the four H's have been set up, but lack of tools prevented the installation of motors.

Through the kindness of Major Roy S. Brown, a DH was loaned to the Regular Army Instructor, and on May 7th he flew it up to Nashville from Montgomery, bringing the necessary tools. He was accompanied by a mechanic, Staff Sergeant Baehre, of the 22nd Squadron Observation. The plane was flown back on May 10th, and in the near future a DH will be permanently assigned to the Instructor.

Much difficulty has been experienced in obtaining equipment and supplies, due chiefly to lack of funds for freight and express charges. The transportation problem has been relieved through the kind and generous cooperation of the Commanding Officer at the Old Hickory (the former government powder plant), the Ordnance Depot, and the Tennessee State Highway Department.

The State has erected on the field an administration building, containing an office, orderly room, armament room, operations room, supply room, and a small medical clinic. Needless to say, it has been of great value since its completion.

On March 28, 1922, Lieutenant Vincent J. Meloy, Air Service, formerly commanding officer of the 8th Squadron (Attack), reported to the Adjutant General's Office, and shortly thereafter the squadron launched forth into its first training schedule. For the officers it consisted mainly of classes in Infantry Drill Regulations, Field Service Regulations, Manual of Courts Martial, and some practical work with the DLR system of signalling. The enlisted personnel were given lengthy periods on the school of the soldier, squad and company, and practical work on rigging and motors.

The field is situated on the Lebanon Pike, adjoining the Hermitage, the home of Andrew Jackson. It is about 12 miles northeast of Nashville and about two miles south of Old Hickory. The hangars and administration building border the south side of the field, which is approximately 2200 feet square, with good approaches on all sides. A white circle, 50 feet in diameter, marks the center of the field.

Much credit is due Major J.C. Bennett, Jr., Air Service, Tennessee National Guard, the officers and enlisted <sup>men</sup> of the squadron, Major Baxter Sweeney, former Adjutant General, and Brigadier General P.I. Brumit, the present Adjutant General, for their perseverance, hard work and untiring efforts in getting the 136th under way. A word of praise is also due the Nashville Commercial Club for their efforts in behalf of the squadron.

))) THE SAFETY FUEL TANK COMPETITION. ✓

The British Air Ministry has issued an official report on the result of safety fuel tank competition held at Farnborough. First prize (£1,400) was awarded to the India-Rubber, Gutta-Percha and Telegraph Works Company, Ltd., Silvertown, London, E16. The Imber Anti-Fire Tanks Ltd, London, received the second prize, amounting to £ 400, while the third prize £ 200 was awarded to Commander F.L.M. Boothby (Royal Navy, Retired).

Twenty-six entries were received for the competition, and 18 different types of tanks were actually submitted for test.

The Judges consider that the competition resulted in the achievement of the objects for which it was instituted and has produced a type of safety fuel tank which although capable of improvement in several minor respects, is available for immediate employment on Service and Civil aircraft, and for a slight increase in weight over that of the standard Service steel tank gives almost complete immunity from fire, either in a crash or in action with enemy machines.

))) THE AERO ENGINE COMPETITION IN FRANCE.

There is nothing like competition to spur one on to the utmost endeavors. France is seeking the "best" aero engine, and appears to have gone ahead in the right direction in order to bring her desires to a realization. Several months ago the French Committee for Aeronautical Propaganda announced its intention to offer a prize of one million francs for the best aero engine. It has now been decided to add another million francs to the fund in order to make the Competition more attractive. It is intended, however, to devote 400,000 francs out of the

THE AERO ENGINE COMPETITION IN FRANCE. (Cont'd)

second million francs towards defraying the expenses of the Competition, and to divide the remaining 600,000 francs into two prizes of 300,000 francs each for engines of French design and manufacture, these two prizes being offered by the Under-Secretary of State for Air.

The million francs originally offered by the Committee is to be devoted to purchasing, for the benefit of the French Government, the manufacturing rights of the engine classed first in the competition. This prize is open to the world, the only exception being ex-enemy countries. This engine is to be sold to the French Government for the relatively modest sum of one franc. Competitors will not be permitted to enter more than one engine of any type, nor several engines which are similar except for certain minor parts which, in the opinion of the judges, are accessories only. It will, however, be permissible to enter several engines of different types.

Entries must be sent in before December 1, 1922 (to la Commission d'Aviation de l'Aero-Club de France), each accompanied by an entrance fee of 20,000 francs in the case of French competitors and 10,000 francs in the case of foreign engines. By paying double fees, competitors may defer entries until December 1, 1923. In the case of foreign competitors the late entrance fee remains at 10,000 francs. Half of the entrance fees will be returned to competitors whose engines have passed the elimination tests. In the case of foreign competitors the entrance fee of 10,000 francs will be refunded to those who withdraw from the tests before March 1, 1924, the opening date of the competition.

Foreign competitors will be required to send in with their entries a written declaration to the effect that, in the event of their engine being classed first, they will hand it over, in running order, to the Committee for Aeronautical Propaganda on receipt of the amount of the prize. The delivery of the winning engine is to include a full set of working drawings, specification of the materials used, and their heat treatment. The declaration specifies also that the French Government, or any company approved by the French Government, shall have the right to purchase for France, her colonies and protectorates, manufacturing rights (exclusive) with the following royalties: 8,000 francs per engine for the first 100; 7,000 francs per engine for the next 100, and 6,000 francs per engine for the third 100, and so on, decreasing by 1,000 francs per engine until the 301st engine, from which onwards there will be a fixed royalty of 2,000 francs per engine. If, after a period of two years, the total number of engines manufactured under license does not amount to at least 200, the competitor has the right to cancel the agreement.

Each engine, in running order, must be delivered at the place where the competition is to be held (to be announced later) before March 1, 1924. It must be delivered in a sealed packing case, and competitors will not be allowed to remove engines from packing cases until just before mounting them on the test bench for acceptance tests.

The judges will number 10, half of whom will be nominated by the Under-Secretary and the other half by the Propaganda Committee. The judges' committee will be presided over by the Commission d'Aviation de l'Aero Club de France, who will be in charge of the organization of the competition.

Engines entered for the competition must be of the internal combustion type, and their nominal power is to be between 350 and 450 h.p. The weight for this power must not exceed 3.3 k.g. (7.26 lbs.) per horse-power. This figure includes the engine and fuel and oil for five hours' flight, but not the weight of fuel and oil tanks. The speed of rotation of the airscrew is not to exceed the revolutions per minute derived by dividing 32,000 by the square root of the total horsepower of the engine.

All engines are to be fitted with a self-starter, such that the engine may be started at a distance without turning the engine by hand. This starter alone is to be used for starting during the whole of the trials.

Engines will be required to undergo eliminating trials, including five hours' run on an air brake on the test bed, and two hours' flight on an airplane which is to be provided by the entrants. Thereafter the engine will be submitted to an endurance test totalling 240 hours' run in thirty periods of 8 hours each on the test bench. The load is to be an air brake of the airscrew type, supplied by the competitor, and the engine will be mounted on a pivoted test bed which will allow measurement of the brake h.p.

The total of 240 hours run is required to be made in not more than 100 days - not more than one run per day - and penalty marks will be awarded for every delay in starting, for every stoppage during a run, for every day taken to complete the tests in excess of the possible minimum of 30 days, and for every repair and replacement made during the whole period. Any individual run may be annulled on account of



## THE AERO ENGINE COMPETITION IN FRANCE. (Cont'd)

delays in starting, stoppages, or failure to develop the required power. The whole endurance test may be annulled if more than 10 such runs have been annulled, if more than 30 days elapse between any two consecutive 8 hour runs, or if the total repairs or replacements exceed certain specified limits. A second attempt may be made, but is to be completed in 80 instead of 100 days. Such a second attempt is attended by penalty marks.

### ROSS FIELD STAGES ELIMINATION CONTEST.

An elimination contest for positions in the National Balloon Race, to be held at Milwaukee, Wis., on May 31st, was staged at Ross Field, Arcadia, Calif., on Tuesday, May 2nd. According to the rules of the contest, judgment was to be rendered on prediction only. A summary of the journey by the winning team, composed of Lieut. J.T. Neely, pilot, and Lieut. J.B. Jordan, aide, is as follows:

"We left the field in balloon No. 35-28, 35,000 ft. capacity, at 9:30 a.m., May 2nd, with complete equipment and 28 bags of ballast. We weighed off so as to attain a very gradual ascent, which kept the balloon in the clouds slightly longer than the other two balloons, the cloud bank being approximately 1000 feet. During the first half hour of the flight the balloon moved about 2 miles in an easterly direction, all of which time it was in the clouds. We expended a slight amount of ballast for the purpose of rising above the clouds, the better to observe the course of the other two balloons and to check the direction of the air currents. Equilibrium was attained at approximately 3000 feet and we then observed that the balloon piloted by Captain O'Neill was taking a northeasterly direction at about 6,000 feet, while the balloon piloted by Captain Stone was traveling east at about 3,000 feet. For about a half hour our course was southeast for a distance of about two miles. At this juncture we released a pilot balloon and checked it with the direction of the other two balloons. We then proceeded to ascend in order to gain a northeasterly direction and carry out our predictions. Equilibrium was attained at 4,000 feet. At this time the balloon piloted by Captain Stone was seen to descend, moving in a westerly direction, and a landing effected directly beneath us. From the landing appeared as though the balloon was in trouble. We noticed however that both occupants left the basket. During this time the balloon piloted by Captain O'Neill ascended to about 10,000 feet, encountering a current of air which carried it directly over Mount Wilson. We maintained our altitude for some time, when suddenly we observed a rapid descent from 10,000 feet to 5,000 feet and we were obliged to use 10 bags of ballast. We heard a slight hissing sound, such as produced by a small steam peanut roaster, and concluded that something was wrong. We again tried to ascend and actually reached an altitude of 7,000 feet, when the balloon again commenced a rapid descent. We finally effected a landing at 2pm., at Clark's Falls, 2 miles north of Iron Mountain in Fish Fork, at an altitude of 4,300 feet above Ross Field. The straight line distance of the flight was 23 miles. After landing, the escape of gas could readily be heard, and the collapse of the balloon was so rapid as to be visible. A thorough examination of the balloon disclosed that the cement had melted from the rip panel and pulled loose from the envelope for a distance of 6 feet. We were obliged to walk 38 miles over rough mountain trails before getting back to civilization. It was necessary to abandon the balloon and equipment, but it is intended to send a detail out to recover the equipment this week.

We consider that we absolutely carried out the predictions for the first half of the journey and, had the rip panel held, we could either have crossed the desert or returned to the beach, both courses being predicted before taking off."

### AERONAUTICAL NEWS FROM OTHER COUNTRIES.

#### England.

It is announced that the seaplane floating dock, which has been under construction at Sheerness Dockyard to the orders of the Air Ministry, has now been delivered as ready for service. For the present, the craft has been berthed in the Medway, near Port Victoria. The dock, which has an overall length of 143 ft. and a lifting capacity of 200 tons, will accommodate two large modern seaplanes, has thirteen buoyancy compartments, each flooded direct from the sea and emptied by blowing with compressed air. The power for the air compressors is supplied by two oil-driven dynamos, which also provide the current for lighting and power for workshop machiner, capstans, winches and pumps. An interesting feature is the supply of petrol to seaplanes from a large storage tank on the deck by means of the Bywater hydraulic system. - FLIGHT.

## AERONAUTICAL NEWS FROM OTHER COUNTRIES. (Cont'd)

The daily news sheets have had much to say concerning a projected flight around the world by Capt. Norman MacMillan and Major Wilfred Blake. Various firms have been mentioned as providing engines, the aeroplane and other equipment for the attempt, but none is in a position to say that none of the firms whose names are included in these rumors have decided to support the flight, and so far one has not come across any which are even inclined to view the proposition favorably.

If one were asked to choose a pilot for such a flight one could not do better than select Capt. MacMillan, who is not only one of the most skilful pilots yet produced in this country, but also a singularly careful and methodical person in matters of organization. Unfortunately, Captain MacMillan went to Spain last week, so it has not been possible to get from him any confirmation or denial of the various stories which have become current concerning the flight. One has no knowledge of Major Blake's ability to pilot an aeroplane or to act as navigator on such a flight, but one has no doubt as to his nerve. - THE AEROPLANE.

### France.

The Franco-Roumanian Air Navigation Co., which has been running an air service from Paris to Prague and Warsaw, is now about to inaugurate an extension of their service from Prague to Vienna to Budapest. The new service is to run three times a week, and the time taken will be two hours from Prague to Vienna and about 1-3/4 hours from Vienna to Budapest.

The French seaplane contest (Marseilles\*Monaco-Marseilles) was run off on April 19th, when six naval and two civilian pilots took part. M. Eynac, Under Secretary of State for Aeronautics, evinced the keenest interest in the event, and had flown, in a Goliath from Paris, to Marseilles, in 5 1/2 hours flying time, a couple of days previously, in order to be present at the start and finish. The finish found M. Poiree, on a 135 h.p. Clerget-Caudron, the winner in 5 hours, 1 min., Brou on a Farman being second in 8 hours and 14 minutes.

### Australia.

The Australian Aircraft & Engineering Co., has recently submitted a request to the Government for a subsidy to establish and develop the aircraft industry in Australia. The company states that, unless further orders are placed by the Government, it will be out of work in three months, on completing the six Avro airplanes it is now working on at Mascot, New South Wales. Australian timber is being used by the company, and it builds all parts of the airplanes except the engines. - Industrial Australian.

### Argentina.

It is estimated that there are 173 airplanes in Argentina, of which 53 belong to the army. Of the total number, 28 are French, 30 are American, 24 are British, 4 are Italian; 11 are German, and 16 are of various makes. The Compania Rio Platense de Aviacion made 84 trips and carried 281 passengers between Buenos Aires and Montevideo up to March 1. The cost of the round trip between the two cities is 140 pesos, including the automobile transportation to and from the field. The time of flight is 1 hour and 45 minutes, in contrast to the trip of 9 hours by boat which costs 45 pesos. (Trade Commissioner George S. Brady, Buenos Aires)

## SQUADRON NEWS

Kelly Field, San Antonio, Texas, April 22, 1922.

The 26th Squadron, the new Squadron of the Attack Group, having acquired 4 DH4s, began operations the first of the month. Due, however to a shortage of commissioned personnel and a large amount of preparations, operations only on a small scale have been attempted. The hangars belonging to the Squadron have been re-roofed and are now being painted. The lawns around the hangars have been put in a very neat condition, and, having a number of line men and mechanics who served along the Mexican border, the Engineering Department in general promises to rival any of the older squadrons for efficiency and results. With a few light showers during the week, the grounds surrounding the barracks of the 90th Squadron have taken on a new appearance. Roses and other flowers have been in constant bloom, the boxwood hedge which encloses the grounds has grown several inches taller and promises to be a real beautifier by summer time. A short time ago the 90th entered its name as a contestant for beautiful yards, with the San Antonio Real Estate Board, and the enlisted personnel having been informed of this have taken a keen interest in the competition and are endeavoring to make the squadron one of the leading competitors. The results achieved thus far having been very satisfactory.

On Thursday night, April 20th, Lieut. Pat Booker, the Athletic Officer, staged a real "Fite Nite" in furnishing thirty-two rounds of first class boxing. It was the first time in the squared ring for some of the boys but, after the stage fright wore off, the feathers flew. Between rounds, the audience, numbering some 300 people, enjoyed the music furnished by the Post Band.

The field suffered the loss of an excellent officer and a non-commissioned officer on Saturday, April 15, in the death of Captain Geo. S. V. Little and Staff Sergeant Johnson of the 96th Squadron, who were killed in an airplane crash at Dallas. Captain Little recently completed the Bombardment Course, and at the time of his death was Operations Officer of the 2nd. Group (Bomb.) Sgt. Johnson held a Reserve Officer's commission and A.P. rating.

Kelly Field, San Antonio, Texas, April 29.

Due to the exuberance of old man Pluv during the week, flying activities have almost stopped. Even the indomitable Jimmy Doolittle bogged down on the line - so enough is said. Though disagreeable, to say the least, the rain has given the squadron commanders an opportunity to have their files and records laid out and tied up with pink ribbons for the inspector general, who has been visiting the post.

Captain E. C. Black, the trapshooting expert, has completed the building of a new trap range de luxe. "Red" says that if we can get some decent shotguns now everything will be set for some good sport in the coming summer.

On Thursday night the Officers and ladies of the 49th Squadron gave a farewell dinner dance on the St. Anthony Roof to Captain and Mrs. Asa N. Duncan. Capt. Duncan has commanded the 49th since finishing the Bombardment course last fall. He has been detailed as instructor of the Air Service N.G. of Alabama, with headquarters at Birmingham. Captain Duncan's stay with the Squadron has been a source of pleasure to all the officers and men, who consider his new detail a distinct loss to them.

The Hop Committee have tumbled out of their daze at last and gave a real treat on Friday evening, April 28th, at the Aviation Club. The music was furnished by the Hunter Melody five, who seemed to be in better form than usual. Visiting Officers from Post and Ellington Fields were noticed among our own domestic toddlers. Other guests of the evening were General Hines, Corps Area Commander; Col. Tompkins, Commander of Camp Stanley; Col. Kromer, Chief of Staff for the Area; and many prominent civilians of San Antonio. It was a big success, the past inactivity seeming to cause more appreciation by all.

On Saturday, April 29th, a five inning ball game was played between the old time non-coms of each Group. To be eligible, one had to be over thirty years of age, or with over ten years service. It was a good game until the last inning, when the "attachers" made a race track out of the diamond, the final score being 15 - 7. A tug of war between the Squadrons of each group preceded the ball game and was a huge success. A big crowd attended both events.

Wather Field, Millis, Calif. April 21.

A concert at the Service Club by the Veterans of Foreign Wars (Leader, Sgt. Alexander Olsh of the 9th Squadron) proved to be a popular affair with the members of the command and some of their friends who attended from Sacramento. The program, which was of considerable length, met with enthusiastic applause. Later, refreshments were served to the members of the band, in the Mess hall of the Ninth Squadron.

Mather Field, Mills, Calif. April 21 (Cont'd)

Sergeant Olsh, who is a musician and band leader of ability, has done a great deal in helping men interested in music to assemble themselves into a small, well balanced band. As part of their E. & R. work the men played at Retreat, and occasionally their services were sought for some of the Post dances.

First rate results from recruiting activities were shown in the past few weeks. A sub-station of the local recruiting office here was established at Stockton, a Sergeant of the Recruiting Service being placed in charge with four Air Service assistants. A good number of applicants for Infantry, Coast Artillery, Signal Corps, Field Artillery and many for Philippine Service were recruited, as evidenced by the 38 recruits transferred last week and the several remaining for duty at this Station.

On the 12th, immediately after a meeting of the Army Association held around the luncheon table at the Sacramento Chambers of Commerce, at which General Morton and Lt. Col. Holbrook were the guests of honor and speakers, the Commanding General inspected Mather Field. He visited the hangars, Service Club, Post Exchange and the Air Service organizations of the Post. Major H. H. Arnold, Air Officer, Ninth Corps Area, accompanied General Morton in his inspection.

Mr. C.E. Wright, Senior School Director of the Ninth Corps Area, spent several days at the Post inspecting the various school activities. His comments as to the work done by the E. & R. Department were most complimentary.

Major B. M. Atkinson, A.S., whose three months' sick leave terminated on the 13th, was ordered the next day to Letterman General Hospital for treatment. His family will remain at Mather during his absence.

Other changes in personnel have been occasioned by leaves having been granted Lieutenants F.S. Gullet and J.A. Madarasz. The former will remain in the vicinity of Sacramento; the latter left for Colorado on the 17th, where he will visit his family.

Lieut. R.W. French, Q.M.C., has been appointed Finance Officer during the absence of Lieut. Madarasz.

Coming as somewhat of a surprise was the announcement of the betrothal of Miss Alys Monteverde to Lieut. William S. Sullivan, A.S., on April 15th. Their marriage, date for which has not definitely been set, will occur sometime in June.

March Field, Riverside, Calif., April 22.

(With apologies to Ring W. Lardner)

March Field, April 22, 1922.

Dear Gus:-

Well I guess you will be surprised O.K. Gus when I tell you what I have done now & maybe some of them smart alex around town wont take a tumble for themselves when they find out that I have joined the Cavalry of the Air. Well you could have knocked me for a row of hangars thats the same as we say at home only we say hangars in the air service. refined hey Gus. When Doc Beasen hees the flite surjoin you wouldnt understand what a flite surjon is Gus well he says to me this morning young man I ought to diskwalify you on Gen. principals & particularly on acct of your aunt suffering from acute hangnails in 1888 but this squadren is going to Hawayah & you may live a few wks & I says right back well I aint never died yet & he seen I had him there & didnt have no comeback. So he signed the papers & I and a coupl of other cripples that the flite surjon couldnt find nothing much the metter with them come down to lt. winers office hees the recrutin officer Gus a big fine looking fello cuckoo though like all officers on acct of the tight hats they wear & he says well boys youre just in time as there is only 45 vacancys left in the squadron for wide awake young men of mekanikle abilitys & do you know that when you sign these papers faltself you are lible to from 7 to 10 years imprisenment & we says we thought it was for three yrs. & he seen he couldnt put nothing like that over on use & he says how are you on arithmetik how much is 2 fifths of 5 times 2. Can you beat that Gus & him drawing down big money.

Well Gus that will give you some idear of the dificultys put in our way & a coupl of times I was going to go back to Long Beach & bust the recrutin parties one in their jaw but a fello has got to make allowances & not every 1 can get in a persoot sqdn which means they are the first to catch sight of the enemy the \_\_\_\_\_s & come back & throw them off the cent. Thats tackticle Gus you wouldnt understand it. I got a lot of good dope off the driver that brought us up from Long Beach named Newton he didnt say much but I seen the dope he give me was O.K. & I guess I woulda not of signed all those papers if I hadnt found out a thing or 2 from relible partys slick hey Gus. Well finely I drew this Newton out & he tole me about how the Pres. of the Univercity of California wrote to lt. winers how about it Fred can you place a few honor graduated which are native sons but outside of that O.K. hey Fred and lt. winers writes back sorry Dave but we only have vacancys for young men of good

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March Field, Riverside, Calif. April 22. (Cont'd)

charakter and mekanikle abilitys & I guess Pres. Barrows found out that a college deg. wouldnt get nobody nothing in a outfit that values real worth the big stiffs. Well Gus this Newton admitted finely that I wouldnt get no flying to do right away but would haf to start in by picking up a few things on the ground here & there 1st & I says thats jake with me & I guess I can pick things up as fast as any 1. He says that at present the flying is all took care of by persoot pilots which is the same as aces not cards Gus but fellos like Rickenbacker & the etc & he said just between I and he the 19th sqdn has some pilots if the truth were known would make this Rickenbacker look like 0.30¢ some class hey Gus. Why Lt. Tonkin learned to pilot in the wavelry 15 years ago & Melin & Smith & Pitts chased the Germans all the way to the Rine the \_\_\_\_\_s & take for example Lt. Pitts gets sighted for gallantry outside the line of duty right along & you never hear nothin about it quite and unassuming hey Gus. Well Gus when we got pretty nearly to Riverside Newton lets me in on 1 or 2 pretty good tips to the viz & if I want to get 1st chance at an opening for a pilot just watch Lt. Morrison & when he goes to use the buzz saw in theairo repair shop go & apply for his job because same will be vacant at any moment Lt. Morrison not being 2 lucky with wood wkg machy. & in the meantime keep 1 eye on the main road becauz Mrs. Peabody is libble to nock 1 or 2 pilots cuckoo taking off down the road in the majors hupmobile.

So you see Gus prospekts are bright for any 1 who can keep their eye open & maybe next week I can teel you more about what I pick up arund the post.

Your friend,  
Ed.

Rockwell Air Intermediate Depot, Coronado, Calif, April 21.

Many enlisted men of the 18th Squadron, who have been "on the ground" for a long tme, have been given flights through the kindness and forethought of other enlisted men of the same Squadron who are on duty on the line. Corporal Boyle and Privates Belasario and Medløy, who are working on the line and who have been envied by the other enlisted personnel working in other lines of duty, surprised Privates Burkey, Hinck, Kearns and Garner by allowing them to take their places in planes, thereby obtaining hops from thirty minutes to one and a half hours' duration. Private Hinck said he would trade his job as telephone operator and would give considerable "boot" to any one on the line, who would trade jobs with him. The boys on the line say that they are going to extend the privilege and allow other members of the Squadron to take their places in planes during flights.

Staff Sergeant Walter J. Romberger's enlistment expired yesterday. Sergeant Romberger obtained his papers and is goint to try his success in civil life by working with and for his friend, ex-Staff Sergeant Wright, whose father runs the "Roamer" agency in Los Angeles.

Lieut. Charles Webber, Assistant Engineering Officer, test pilot and bachelor officer, pulled into Headquarters last Saturday noon with a Roamer roadster, equipped with a Dusenber motor. He was making a noise like a thirteen gun salute, and all members of the Post are anxiously waiting to see the race between Lieut. Webber in his Roamer and Lieut. Burk in his Chevrolet, which is shheduled for the near future. Many are placing their bets on Lieut. Burk, because they feel confident the Circuit Court Judge will have such strings around Lieut. Webber by the time of the race that he will have all gear positions locked, except low.

Captain and Mrs. W.A. Bevan entertained the officers and ladies of the Post at the regular Thursday afternoon bridge-tea. Mrs. McCulloch held high score.

The flow of planes from March Field to this Depot continues steadily and due to recent orders transferring pilots from Crissey and Mather Fields to March Field on temporary duty to assist in ferrying planes between stations in this Corps Area, it is thought that delivery of planes from March Field will be completed within the next two months.

Scott Field, Belleville, Ill., May 1, 1922.

The appearance of the Field is being improved with each passing week. The Officers quarters are being repainted in green with white trimming. The non-commissioned quarters are to be repainted, also all buildings on the field.

The seedlings planted on all dirves are growing. The flower beds are showing sign of promise. Scott Field in a few months, will show a 100% improvement over the condition which prevailed on the reopening of the station.

Work on the new baseball diamond has been interferred with by the continued rains. It is hoped that good weather will prevail, so that the diamond may be made ready for play.

The team from the Field visited Mascoutah, Illinois on the 22nd, to play the town team. We lost by a score of 4-0, but our opponents are rated as the strongest

Scott Field, Belleville, Ill., May 1, 1922 Cont'd.

team in the vicinity. It is believed that later on Scott Field will put out a stronger lineup.

The officers' tennis court is being put in condition. Two courts are to be made on the south end of the Field for the use of the enlisted personnel.

It is planned to hold an amateur boxing tournament on May 25th. Much interest is aroused over the coming event.

Mrs. F.L.Pratt and Mrs. E.T.Kennedy entertained jointly with a bridge and heart party in honor of Mrs. C.G.Hall, and Mrs. A.L.Pratt of Linneus, Missouri. The quarters were daintily decorated in pink and white. Favors were given to guests of honor, also for high and low score.

Judge and Mrs. A.L.Pratt, Linneus, Missouri have been the guests of their son, Captain F.L.Pratt, M.C.

Mrs. Wilbur and Miss Mildred Wright, of St. Louis, Mo. were the week end guests of Capt. and Mrs. Pratt on April 29th.

Carlstrom Field, Arcadia, Fla. May 6.

The denizens of swamp and muck hole, indignant to the land of tick infested cow and Winter tourists, have been suffering severely at the hands of the Carlstrom Flyers. Alligator after alligator has passed to the Great Beyond of all Alligators during the past week and left their hides to adorn the walls and floors of their enemy man.

In fact, it has become quite the thing to hop into one of Sam's ships, take a little trip, combining observation and bombing, and return with a gator, anywhere from a few inches to nine or ten feet in length. Now, no aviator considers himself a real pilot unless he has several notches on his Gator gun.

Of course, the originator of this fad was the old reliable B.J.T., but that was in the early dawn of things, and many and thrilling were the tales he told and arduous labors and wonderful shots that bagged the game. Since that time the sport has rather languished, only to be revived by the Finance Officer who, having nothing to do because the pay checks had not arrived and were not due, and in preparation for the second degree in stoneworkers, inveigled Capt. Stamey into going out with him and capturing alive an eight foot six inch gator. The excitement of this achievement certainly made the poor alligators suffer.

Lts. Perrin and Taylor went out and bagged two beautiful skins and entrusted one to the tender mercies of the Express Company, with the regular result that it took longer to get it delivered than it would have taken to have walked to the tannery with it - result one spoiled alligator hide.

Then Capt. Joe Woolsey took his trusty Springfield, and, with a certain air of ease, went out and shot for himself a bigger gator than anybody else had been able to get and hustled it off to Punta Gorda for tanning, - all in the space of one after-noon. But the BEST is not yet told. Listen my children, and you shall hear of the greatest alligator hunt of all time.

Two famous Aviators, who so long and fearlessly made the Miami trip, only to fall victims to Fate in the person of a Chaplain of the Coast Artillery Corps, were sojourning for the week end at Mr. Carlstroms Rest and Recreation Home and decided to show the inhabitants of this section of the United States how real up-to-date experts in extracting snakes, lizzards, alligators, etc. with a corkscrew would work on a real alligator. They armed themselves cap-a-pie, making a raid on Lt. Chauncey's arsenal and Lt. Salisbury's Utilities Shop, and with two strikers to carry excess equipment sallied forth to secure several alligators. They did-NOT.

Finding a likely looking hole they dug and dug some more and still could not find the elusive saurian. Someone suggested lack of proper bait and still the struggle continued till at last in desperation the Gator gave up and after four hours of strenuous work the toilers were rewarded with the capture of an eight INCH alligator. ALL HAIL! The Miami Twins win the Prize.

Saturday evening the Carlstrom Field Band, under the direction of Sgt. Francis Ames, gave a very enjoyable concert at Municipal Park in Arcadia. The concert was very well received and the large and enthusiastic crowd showed its appreciation of the fine program by frequent and hearty applause.

On Tuesday afternoon of last week the Arcadia nine suffered another defeat at the hands of the soldiers by the score of 13 to 6. The game was a weird one from the start and quickly lost its attraction by the prominence of the many kicks against the umpire's decision. The humorous part about these "kicks" were that they seemed to occur when the umpires had made correct decisions, as evidenced by the approval of the on lookers.

Carlstrom Field, Arcadia, Fla. May 6, (Cont'd.)

Saturday, a group of Carlstrom folks wended their way to Boca Grande for the week end. The party consisted of Mrs. Royce, Scotty and Mrs. MacClellan, with Major Royce and Lt. MacClellan. While at Boca Grande the party were the guests of Mr. Reggie Durant, who was a 1st. Lieutenant of Aviation during the World War. The party certainly had a great time and everybody took a whirl at the greatest of sports-fishing King Tarpon. As Lady Luck would have it, the only person to land a fish was Mrs. Rpyce, who caught and landed a hundred pound Silver King after an exciting struggle of nearly an hour. Lt. McClellan had a fine fish hooked and, after playing the fish for fifty minutes had it up to the side of the boat ready to gaff, only to have to wait until the guide had secured Mrs. Royce's fish to the boat, and during the wait the fish made one last effort to get away, snaffled the line around the prop and cut himself free, much to Lt. Mac's disgust.

The entire party were loud in praises of Mr. Durant as host and when last interviewed the Commanding Officer swore that he was going to catch himself a Tarpon next week end or know the reason why.

The finals in the Officers' Tennis singles tournament were played off last Wednesday afternoon. Captain Waggoner easily defeated Lieutenant Merrick to the tune 6-2; 6-4; and 6-2.

Major Royce, Major Kneer and Lt. J.G. Williams acted as refereeed and Major Brown and Lieut's Strahm, McMullen and McGregor as hoopers-up on the sidelines. A pleasant time was had by all-the champion being carried off the field of honor on the shoulders of his admiring supporters amid loud huzzas from the Officers' Club porch.

316th Reserve Squadron (Obs.) Crissey Field, Presidio San Francisco, Cal. May 5.

The attendance at the weekly meeting and instruction was very slim. Many of the old standby's were missing and, altogether, it looked very glum. Then a thought occurred. The fishing season had opened. That solved the question. The squadron fully expected a fish dinner but evidently the fish had kept themselves in practice and couldn't let our young reservists get on their tail (or should we say nose)

Four of our livest members have fallen heir to a job. Such is always the reward of merit. Lieuts. Apte, Kearny, and Stuart have been designated as recruiting Officers for the Squadron, and Lieut. Cavagnare has been assigned the task of

filling the required strength of the Photo section. In a few weeks, with these men on the job, the squadron enlisted strength should be one hundred per cent complete.

With the assignment of Lieuts. Marchall Boggs and R.L. Owens and the approval for assignment of Lieuts. J.I. Kinny and Morrison, the commissioned strength of the Squadron is complete with the exception of one Major or Captain to fill the position of Commanding Officer. Lieuts. Palmer and Kearny, however, are trying their best to fill that position. Both have been recommended for promotion.

Actual flying has been somewhat curtailed. Oil agin, or rather the lack of it, was the cause. The squadrons official flying time was increased by 12 hours due to a cross country trip to March Field to ferry back some more Hiso's. The squadron now boasts of four perfectly good JN6H's. Two more hours were added by Lieuts. Kinny and Boggs, both of whom are well advanced with their refresher work.

Clark Field, Pampanga, P.I., March 20.

Stotsenburg was honored with a visit by the new Department Commander, General Wright, who informally inspected the post, including the Air Service garrison, on last Friday. The General expressed himself as being well pleased with conditions and remarked on the fine appearance of the officers and men of Clark Field. A formation of five airplanes greeted the arrival of General Wright, performing various drill movements in close and extended order, after which the formation broke up, the pilots flying individually in various movements over the Camp.

The garrison is now the proud possessor of a stable of horses, one being assigned to each officer. Equitation classes are held two hours daily and, as a result, there is a marked inclination on the part of all officers to remain standing at all times, meals included.

Two additions are reported to families in the garrison. Lieutenant and Mrs. Bartlett are the proud possessors of a fine monkey just received from India. He has been christened Chungo, and displays every evidence of being a second "Snooky". Lieutenant and Mrs. Guilford count a fine little spider monkey as a member of their family. What is lacking in size is made up by mischievousness and the Lieutenant is looking for a nurse girl to keep the monk out of trouble. Gusspoo Pinatuba is the monkey's name.

Clark Field, Pampanga, P.I., March 20 (Cont'd)

Lieutenant Henry I. Riley has won his preliminary matches in the Post Tennis tournament for the championship, and displays every evidence of being a strong contender for the cup in the finals. The Air Service garrison is also represented by Lieutenant R. Baez, Jr., who won his first preliminary match. Mrs. Bartlett, wife of Lieutenant Frank M. Bartlett, won her first preliminary match, but was defeated in the second match.

Captain L.N. Keesling and Mrs. Keesling returned from Camp John Hay, Baguio, after spending two weeks leave there and express themselves as delighted with the trip. Golf, tennis and horse-back riding were indulged in, with occasional side trips to the mines and to various Igorrote villages.

Kindley Field, Fort Mills, P.I., March 20.

The Department Constructing Quartermaster and the Assistant Air Officer visited Kindley Field, Saturday, March 18th, by seaplane and inspected the flying field under construction at this station.

The Commanding Officer made a general inspection of all organizations and departments on Saturday, March 18th.

2nd. Squadron. (Obs.)

The weather has been suitable for flying all week, with the exception of two days, when the bay was very rough. Several flights were made during the week, the majority being cross country flights to Manila. One flight was made to Mariveles, in connection with the coming target practice.

17th Balloon Company (C.D.)

No unusual maneuvering has taken place during the past week. Goodyear Balloon No. 767 was deflated on March 14th. The capacity of this balloon is 37,500 cubic feet of hydrogen gas. Brigadier General Todd, in command of Coast Defenses of Manila & Subic Bays, visited the balloon field on March 17th. During his visit, the General was given a flight in the balloon.

Lieutenant Neal Creighton, Air Service, has been on detached service with the Department Air Officer, since March 3, 1922, preparing an examination which will be given all Balloon Officers prior to departing for the United States.

27th Balloon Company (C.D.)

Brigadier General Todd inspected the Balloon Activities, Gas Plants, etc., on March 17. During his visit he made a flight with Captain R.W. Wittman, A.S.

Lieutenant A. J. Clayton, Air Service, from Ross Field, joined the organization during the past week.

Lieutenant W. A. Gray, Air Service, who has been commanding Officer of the 27th Balloon Company for the past 26 months, received orders to proceed to Langley Field, Va., on the May Transport. All but two members of this organization will have completed their two years' tour of duty in the Philippines, May 5, 1922, and will sail for the United States on the May Transport. From the standpoint of sightseeing the tour of duty has been an interesting one, as in the course of the last two years many of the men have visited China, Japan and the Southern Islands of the Philippine Groups, and the whole organization spent three days at Honolulu, en route to Manila, P.I.

Camp Nichols, Rizal, P.I., March 18.

The new Commanding General, of the Philippine Department, Major-General Wright, paid an informal visit to this Station. The whole command was turned out and after inspecting the troops, the machine shop, the new flying field, the Philippine Air Depot and the Transportation, the party went to Paruaque Beach, where the ships were all lined up, including sea-planes, well massaged, and spick and span. The General seemed well satisfied with their appearance.

Flights were made to Clark Field and return, the Pilots being Captain Lafferty, Captain Patterson and Lieutenants Leonard and Hurd, who brought back some pilots from Clark Field to ferry back the ships, belonging to Clark Field, which had been used in the formations of the 6th and 10th of March in welcoming General Wright to the Philippines and escorting the ship on which General Kernan, his predecessor, was a passenger, as far as the China Sea.



Camp Nichols, Rizal, P.I., March 18 (Cont'd)

The recruits are hard at work drilling and receiving instructions in the machine shop, the rigging hangar, and the communications school. This bunch of recruits will be the best instructed recruit detachment, in the Air Service, being able right now to send and receive radiograms, overhaul equipment, radio and aerial and having a very good working knowledge of machine shop, work motor overhaul and maintenance.

The Flying Field is almost ready and, as soon as the finishing touches are applied, will be a flying field second to none in the Philippine Islands. The fabricating of the hangars is still going on, and one hangar is ready for the glass windows.

Quite a large number of the trained personnel on duty at this station is due to return to the United States for discharge within the next two months and a virtual turnover in personnel will result at this station.

Ross Field, Arcadia, Calif., May 2.

Lieut. C. M. Brown left this post enroute to his new station, Scott Field, Ill. on Friday April 28th. Lieut. Brown took advantage of a two week's leave of absence prior to his departure.

Three Navy planes from the San Diego Air base landed on the flying field on Saturday, April 22nd. They were piloted by Lieuts. Turner, Geter and Wagner. They took off on April 24th enroute for San Diego, making a series of practice landings enroute.

Due to poor visibility, observation activities were considerably hampered during the past week. However, considerable ground work was accomplished and daily flights made by the Blimp.

A journey of two hours and twenty five minutes was made by the BLIMP last week from Ross Field to Los Angeles, Venice and return. Twenty five minutes of the time the BLIMP was entirely out of sight of land. The ship was piloted by Lieut. Clare.

The R.O.T.C. Class from the Loyola High School, Los Angeles, visited the post Saturday, April 29th. A captive balloon was sent up and a maneuvering drill put on for the benefit of the cadets. This post is very popular among the various R.O.T.C. Units in the vicinity, and the Saturday morning exercises are very much enjoyed by the cadets; likewise great interest is manifested.

On Tuesday, May 2nd. three teams, composed of Capt. L.F. Stone, pilot, Capt. W. Gray aide; Capt. E.W. Hill, Capt. R.E. O'Neill aide; and Lieut. J.T. Neely pilot, Lieut. Jordan aide, left the post at nine A.M. to compete for places in the National Balloon Race to be held at Milwaukee on May 31st.

Brooks Field, San Antonio, Texas, May 6.

Due to inclement weather during the past week, very little observation work was carried out. Balloon party from Balloon Company (C.D.) No. 5, inflated observation balloon No. 1030 with air. It was inspected and found to be in good condition. On Tuesday balloon No. 1188 was placed in the air at 7:20 A.M. but, impure gas necessitated the bedding of the Caquot at 9:25 A.M., which was deflated immediately into Spherical balloon No. 355, which ascended at 10:10 A.M. with 1st. Lieutenant Edw. L. Fernsten, A.S. as pilot, Sgt. Boswell, assistant pilot, Sgt. Mathews, as aide and recorder, and Staff Sgt. Ritchie and 1st. Sgt. Pasckiewicz, as passengers. The balloon landed at 12:55 and at 3:15 the follow-up party arrived at the field with the spherical. Work was begun immediately on cleaning and replacing the Rip panel, and is now ready for another flight.

Activities have taken a rise in anticipation of moving into the new Dirigible hangar sometime during the next week or ten days. The morale of the Post has been increased, as everyone has been looking forward to the completion of this structure. The riggers and cabinet workers have been working on a new set of D-type surfaces for the Air Ship C-1, which will be inflated with electrolectic hydrogen. The hydrogen men are installing four field generators for the purpose of manufacturing hydrogen gas (Ferro Silicon process), which will be used for topping off. A sludge pit has been made covering a large area for the purpose of using evaporation system to take care of the sludge from the generators.

Two 35000 cu. ft. Spherical balloons are laid out waiting for fair weather to start on the elimination flight, in accordance with instructions received from Washington. Competition is keen between the two different teams (1st Lieutenants Hutchins and Fernsten, and 1st. Lieutenants Turnbull and Flood) as both teams are hopeful of making the International Balloon Race this month.

Brooks Field, San Antonio, Texas, May 6 (Cont'd.)

New outriggers are being installed on Airship S.S.T. Car, to accommodate OX5 motors, to replace the original Rolls Royce Hawks. A new envelope is on hand of this type of ship, and it will be inflated as soon as possible after the C-1.

A bover for the swimming pool is being made, and the personnel of the Post will be very glad when it is completed, especially those who are complaining with their sore backs.

On Wednesday evening approximately 1200 people, including Major General John L. Hines, Commanding General, 8th Corps Area, and Staff, soldiers from Kelly and Camp Travis, and Civilians from San Antonio witnessed some of the best boxing contests of the season, at the Brooks Field punch bowl. The main event was an eight round bout, between Joe Garrett of Kelly and Jack Fowler of Camp Travis, who holds the light-weight championship of the Army. Both fighters showed keen sportsmanship throughout the entire fight, which was decided a draw. Corporal (Tiger) Booth of the 16th Airship Company, laid Sgt. Hodgson to rest in the second round of a scheduled four round bout. Bannister of the 4th Company knocked Eargle of the 5th Company cold in the second round of a scheduled four round bout. Garland of the 16th Airship Company won a referee's decision from Browne of the 8th Airship Company, in the second round of a scheduled four round bout. One of the most interesting bout of the evening was between Kid Bledzew and Kid Burns, both pugs of San Antonio, but after four rounds of hard fighting the referee was unable to determine which one was the best man.

Kid Ricco of Camp Normoyle put Kid Dundee of New York through the ropes in the second round of a scheduled four round bout. The Kelly Field band entertained the audience between fights.

Mitchel Field, Long Island, N.Y., May 12.

Lieut. F.B. Kenney, who has been on temporary duty at this station for the past few weeks in connection with developing a cost accounting system for Air Parks and a study of the system in vogue at this station, completed his work and returned to Fairfield.

First Lieutenant John C. Kennedy, Air Service, recently reported for duty at this station. Lieutenant Kennedy has been on duty for the past few months as an instructor of the National Guard. His experience gained while on this duty will make him valuable to this station in connection with the R.O.T.C. Students' Camps and in training the Reserve Force. Lieut. Kennedy has been assigned to the First Squadron (Observation) for duty, and in addition to his Squadron duty he has been assigned the task of assisting the Post School Officer in preparing for the approaching R.O.T.C. Students Camp.

An Athletic, Field and Track Meet will be held at this station on May 30th. The time from 8:30 A.M. to 11 A.M. will be spent in Track events, including the 50 yard dash, 100 yard dash, 220, 440 and 880 yard runs, hurdles, shot-put, hammer throw, pole vault, etc. At 11 A.M. the Meet will be suspended for Memorial Day exercises. At 1:30 P.M. work will be resumed in running for the finals for the field meet. At 3:30 P.M. a baseball game will be played. In the evening, beginning at 8 o'clock a boxing tournament will take place. All in all, May 30th will be a very busy day for the members of this Command. Much interest is being displayed, and practice road work and elimination contests are already in full swing.

Captain Luther H. Kice, M.C., Coach of the Baseball Team, has selected the list of players whom he intends to try out for the Post Team. The first string men were selected after witnessing their playing in the Post League, wherein each organization was represented by a baseball team. As the team now stands, four players were selected from the Officers' Team, four from the 1st Squadron, two from the 6th Air Park and one from the S.O.S.

On Saturday afternoon, May 6, 1922, the Post Team got away to a slow start against North Carolina State University's baseball team. The Mitchel Field team had an open date for Saturday afternoon and upon learning that the North Carolina State University Team was in the East, a game was secured with them. During the first inning Mitchel Field's pitcher suffered badly at the hands of the heavy hitting Southerners. Pitchers were changed, however, and during the last eight innings, North Carolina secured four runs and Mitchel Field five runs. The score ended nine to five in favor of North Carolina State. Mitchel Field, however, feels proud in having held this first class University Team as closely as it did, particularly in view of the fact that this team beat the University of the City of New York Team as badly as it beat our own.

Major J.C. McDonnell reported at Mitchel Field May 6, 1922 from Massachusetts Institute of Technology. Major McDonnell came down on temporary duty in connection with preparation for the R.O.T.C. Students' Camp. He is to be Senior Instructor for the R.O.T.C. Students' Camp, which is to begin at Mitchel Field on or about June 19, 1922.



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

FOR RELEASE June 20, 1922.

NON STOP FLIGHT OF 6 1/2 HOURS FROM MONTGOMERY, ALA. TO CAMP BRAGG, N. C.

Chief of Air Service flies over Capitals of three States.

By utilizing the airplane, General Mason M. Patrick, Chief of Air Service, was enabled to save several days' time in his inspection trip of fields in the 4th Corps Area. Air Service activities were inspected at Chapman Field, Miami, Fla.; Carlstrom and Dorr Fields, Arcadia, Fla.; Americus, Ga.; Montgomery, Ala.; Camp Benning, Ga.; and Camp Bragg, Fayetteville, N.C. Traveling by train, it would have taken the Chief of Air Service several days longer to cover the activities which he inspected.

General Patrick, accompanied by Major H.A. Dargue, left Washington on Friday, May 19th, and proceeded by train to Miami, Fla., where they inspected Chapman Field. They were shown about Miami and Miami Beach by the President of the Chamber of Commerce of Miami. On Sunday, General Patrick, piloted by Major Dargue, made a 175-mile trip across the Everglades by way of Lake Ocochobie to Carlstrom Field in a JN6 training plane. After inspecting Carlstrom and Dorr Fields they flew to Jacksonville, Fla., approximately 250 miles distant, in four hours flying time. They landed at Sanford, Fla., for gas and oil, and proceeded by way of Daytona and St. Augustine, flying about 150 feet above the beach and inspecting the beautiful scenery and resorts along the same. At Jacksonville they were met by two DH4's which had been sent down from Montgomery, Ala.

On Wednesday, May 24th, General Patrick and Major Dargue flew to Americus, Ga., a distance of approximately 210 miles, in two hours flying time. After inspecting Americus, both the depot and the field, they flew over to Camp Benning, Ga., a distance of 50 miles, and attended the Barbecue incident to the graduation of the class from the Infantry School at that station. They left Camp Benning shortly after lunch and flew to Montgomery, Ala. This trip required 1 hour and 10 minutes, and they passed through several rain storms on the way. The next morning, the 25th, they left Montgomery at 7 o'clock and made a non-stop flight of 6 hours and 25 minutes to Camp Bragg, Fayetteville, N.C., the distance being 525 miles.

After inspecting the Air Service activities at Camp Bragg, they completed the trip to Washington in little less than 3 hours, a distance of 280 miles.

A FREE BALLOON FLIGHT AT POST FIELD

In compliance with instructions from the Chief of Air Service regarding elimination flights for the National Balloon Race at Milwaukee, Wisconsin, on May 31st, a free balloon flight was started from Post Field, Fort Sill, Oklahoma, on May 6th. After securing the wind aloft from the meteorological station at this post, a course of flight was mapped out, and the altitude of flight, time in air and place of landing predicted before flight. There was no meteorological data available from any other station for several weeks past, and the local conditions proved all wrong. On the morning of the flight the wind aloft indicated a west-southwest wind of from 40 to 55 miles per hour intensity at from two to four thousand feet, but at no time during flight, even at the start, were winds of these intensities encountered. It was predicted that a landing would be effected two and one-half hours from time of starting at Chrisney, Oklahoma, a distance of 88 miles from station.

Captain William B. Mayer, Air Service, was pilot, and Master Sergeant William J. Mansfield, aide. A 35,000 cubic ft. balloon was used. Captain Mayer's story of the flight is as follows:

At nine thirty a.m., the balloon took off, and the manner of our going was in accordance with our predictions in everything but speed. We lost one-half hour at

### A FREE BALLOON FLIGHT AT POST FIELD (CONT'D)

Acme, Oklahoma, a distance of 23 miles. We were due to arrive at this place at 10 a.m., but arrived at 10:30. A half hour later we became stationary, started south and southwest, which course would have taken us back to the starting point. This was not in accordance with our predictions, so we proceeded up and down in elevator fashion until an altitude was found at 9,000 feet in which we could proceed in a manner on our course. Up to this time there was not a cloud in the sky, and there was no way of telling the wind aloft without ascending in those altitudes. All this maneuvering caused considerable delay, and our next city of approach, Bradley, Oklahoma, was not passed until 12:15, one hour and forty minutes after scheduled time. About this time an approaching storm was encountered, attended by many clouds, so many, in fact, as to entirely obstruct our view of the terrain. The tops of these clouds were at an altitude of 5,000 feet, but it was impossible to travel with or below them, inasmuch as they were proceeding in the direction of home with much gusto. At intervals during the next hour patches of the ground could be observed, and at one o'clock the Canadian River was crossed, 15 miles north of our predicted crossing, and an hour and fifty minutes behind time. After traveling another hour without sight of land, we decided to go down and get our bearings. At 4,000 feet we located ourselves 20 miles south of Oklahoma City. We were traveling southwest and headed for the Canadian River. A strong northeast ground wind was blowing, and we decided to strike for higher altitudes again and maneuver around the city. We therefore proceeded to ascend. All winds below the altitude of 10,000 feet were blowing west, and at 10,000 feet we were sitting on the top of a white world.

At 2:30 p.m. we again descended and found ourselves northeast of Oklahoma City, and in spite of a twenty-mile northeast wind, we effected a beautiful rip landing,  $8\frac{1}{2}$  miles southeast of the city, at 3:07 p.m., in a meadow, without so much as overturning the basket. For the information of those who think a landing in a strong wind cannot be effected without spilling the basket and its contents, be advised that if the anchor rope be suspended from the top of the basket on the same side as the drag rope and rip panel, the basket will not turn over if the anchor holds - and the anchor held. We did not land, however, where we predicted nor at the scheduled time. Oklahoma City is thirty miles north and twenty miles west of Chrisney. The temperature at the higher altitudes was 105 degrees and, it is needless to say, we were cooked from our sojourn above the clouds.

So much for the flight, but our story is not yet told, and it was at this time, as the parable goes, that the floods overtook us. Knowing nothing of predicted floods, a reconnaissance car was dispatched from camp an hour before we started, with instructions to proceed to Oklahoma City. It was in the wee hours of the morning before contact with the car was gained, thanks to the service of the police department. For four mortal days thereafter we labored religiously to get back to camp, with ninety percent of the bridges washed away. The roads were seas of mud and water, and in many instances there were no roads at all, for the country for miles around was inundated. It would be tiring to relate the details of the journey home. Suffice it to say that we finally arrived and, inasmuch as it is all over, we are glad to have had the experience.

### TRAINING SCHEDULE FOR 23rd BALLOON COMPANY

The 23rd Balloon Company, stationed at Post Field, Fort Sill, Oklahoma, started on a training schedule on May 1st, and the following military and technical subjects will be covered by July 1st:

- Field Service Regulations
- Manual of Interior Guard Duty
- Infantry Drill Regulations
- Telephones
- Windlass
- Balloons
- Machine Guns

### AVIATION IN TENNESSEE

The 136th Squadron (Observation) Tennessee National Guard, made its debut to the public on Sunday afternoon, May 14th, in the presence of a crowd estimated at over 5,000 people, who witnessed the first flying on Blackwood Field, near Nashville, to which the general public was invited.

AVIATION IN TENNESSEE (CONT'D)

On Saturday the Regular Army Instructor, 1st. Lieut. Vincent J. Meloy, returned from Montgomery, Ala., via air, accompanied by Lieutenants J.E. Upston, Ward F. Robinson and Sergeants Silva and Bahre, all of the 22nd Squadron (Obs.). A large crowd greeted the three ships upon their arrival, and turned out in droves on Sunday afternoon to witness some aerial maneuvers.

Promptly at the advertised hour, the three DH's took off, with Captains Justin Potter, Duncan Potter and Lieut. Charles Blackard as passengers. Coming into formation quickly, several trips around the field were made, and then the formation proceeded over Nashville, where it circled for ten minutes. Again the formation reached the field and dispersed. Lieutenants Upston and Robinson carried on a combat among the low hanging cumulus clouds, and Lieut. Meloy and Captain Duncan Potter circled the administration building and carried out a panel exercise, received a message with D-R signals, and concluded with an exhibition of message dropping.

The Adjutant General of Tennessee, General Phillip I. Brumit, and several of the squadron officers were then given hops before the ships were rolled in.

That Blackwood Field is a very useful addition to the landing fields in this country was evidenced by the fact that on May 10th Lieutenants Moran and McDonald landed there for gas and oil enroute from Dayton to Montgomery with two photographic ships.

ACTIVITIES OF THE 22nd SQUADRON (OBSERVATION)

An official report covering the operations of the 22nd Squadron (Observation) stationed at the Air Intermediate Depot at Montgomery, Alabama, during a period of six months from November 4, 1921, to May 4, 1922, shows that excellent progress has been made. Among the various achievements of this squadron during the above period, particular mention may be made of the fact that a total of 1364 flights were made for a total duration of 448.20 hours, with but one wreck, this being a plane returning from a cross country trip from Birmingham, Ala., which was forced down through inclement weather in a poor landing field. In landing the plane turned turtle, damaging the propeller, wing surface and rudder, no injuries resulting to either pilot or passenger. The plane was subsequently repaired and flown to its home station.

A summary of the work of this squadron is as follows:

	<u>Flights.</u>	<u>Hours.</u>
Cross country - - - - -	230	220.20
Target and Practice Flights - - - -	781	117.15
Formation Flights - - - - -	13	10.5
Infantry contact - - - - -	60	34.20
Communication Flights - - - - -	80	22
Photographic and Reconnaissance - -	184	35.55
Bombing - - - - -	16	8.25
Total aircraft flying time - - - - -		448.20
Total number of man hours - - - - -		837.35
Total number of man miles - - - - -		40,904

During this period the squadron has successfully handled seventeen Infantry contact missions with the Infantry School at Camp Benning, Ga. These missions have required from one to seven planes. To successfully work with the Infantry School, it has been necessary, in a great many instances, to require the pilots and observers to remain overnight at Camp Benning. Twelve lectures have been given the Field Officers' Class, Company Commanders' Class, and Basic Class of the Infantry School at Camp Benning during the present course. Members of these classes who so desired were given a reconnaissance flight over the Camp Benning reservation. This was the first opportunity many of these officers ever had of taking advantage of an aerial flight. Fifty-five members of the Field Officers' Class, seventy-nine of the Company Commanders' Class and forty-six of the Basic Class were given reconnaissance flights, making a total of 180 students of Camp Benning, Ga., who took advantage of this opportunity.

During the last two weeks of February, two officers and ten enlisted men of the Communication Detail, 29th Infantry, Camp Benning, Ga., were ordered on temporary duty to the Montgomery Air Intermediate Depot, where they were given

## ACTIVITIES OF THE 22nd SQUADRON (OBSERVATION) CONT'D.

a course of training by the Radio Department of this Squadron in aerial communication. Numerous test flights and special tests, as outlined by the Experimental Department of the Infantry School, were conducted. This training proved of mutual benefit to the two arms, and the officers and enlisted men, completing the courses, expressed themselves as being well pleased with the training received.

Eleven recruits were carried by airplane from Montgomery to their permanent assignments at Camp Benning. The flights accomplished were featured by the recruiting officers both at Montgomery and Camp Benning. Local articles were inserted in newspapers throughout the Corps Area as a means of stimulating recruiting for the Infantry School.

The strength of the squadron is 10 officers (8 pilots and 2 observers) and 90 enlisted men. The flying training shown above is in addition to the aerial observation training and military subjects covered during this period by both the commissioned and enlisted personnel in post and unit schools.

Bombing flights have but recently been started, due to the fact that no ground is available at this depot for this training. Arrangements were recently made with the Infantry School, Camp Benning, Ga., whereby the squadron will use one of their many target ranges for this training. This will necessitate an hour's flight from the airdrome to the bombing range.

## CONVERSION OF A JN6H AIRPLANE INTO AMBULANCE AIRPLANE.

The Engineering Department at the Fairfield Air Intermediate Depot, Fairfield, Ohio, has completed the conversion of a JN6H airplane into an Ambulance Airplane. In making this conversion no prints or data were available which were of any benefit in making up a set of prints by which the conversion could be made. Through the efforts of Mr. Herbert D. Penney, of the Drafting Department at the Depot, a drawing and set of prints were made of the proposed airplane and submitted to the Engineering Division at McCook Field, Dayton, Ohio and approved.

The take off is unusually long, due to the excess weight, but the ship handles well in the air, though not as sensitive to the controls as the standard type. The unusual feature of this type of Ambulance Airplane is the location of the physician and the litter. By means of a window, the physician can observe the patient at all times. The litter is easily accessible and can be removed from either side of the fuselage. A special compartment constructed in the fuselage takes care of the first aid kit, instruments or medicines.

The plane is equipped with a standard 31-gallon capacity tank, with an approximate flying radius of two hundred miles. It has a flying speed of from fifty to sixty-five miles per hour, and a landing speed of from thirty to forty miles per hour, depending upon the load. As no altitude flight has been made, its maximum altitude cannot be given at this time.

## COMMERCIAL AERONAUTICS IN THE UNITED STATES.

Federal regulation of aerial transportation is the keynote of a report recently submitted to the U. S. Department of Commerce by the Aeronautical Chamber of Commerce of America, in which a general survey is made of commercial aeronautics in America during the calendar year 1921. In this report three deficiencies are enumerated as operating to the detriment of American Aviation, viz; meager capital, insufficient terminal facilities and popular doubt as to reliability. The correction of these deficiencies and the consequent opportunity for the rapid growth of aerial transport depend upon Federal regulation and reasonable control through an Aerial Code.

The greater portion of the report is devoted to a discussion of the causes of the various airplane accidents that occurred during the past year and the measures that should be taken towards lessening or eliminating them, and in this connection it is stated that experience has taught that, in safe flying, there are the following requisites.

1. A machine sound, aerodynamically and structurally.
2. An engine of sufficient power and which operates satisfactorily.
3. A competent, conservative pilot and navigator.
4. Air ports and emergency landing fields, sufficiently close together to insure gliding to safety.
5. Nation-wide weather forecasts specialized and adapted to the needs of fliers.

## COMMERCIAL AERONAUTICS IN THE UNITED STATES (CONT'D)

Touching upon the terminal facilities in the United States, it is stated that operating reports at the close of 1921 showed a total of 146 air terminals, both land and water, all for heavier-than-air craft, an increase of 26 over the preceding year. Of the total number, 30 were classified as seaplane bases, and 16 of the 146 were publicly owned or controlled. Established companies, of which there were 125, operated from 500 to 600 two and three-place machines, made 130,736 flights, covering 2,907,245 miles and carrying 122,512 passengers, -this during the period from October 1, 1920 to October 1, 1921. In submitting their reports of operations, the various companies seemed careful to itemize all forced landings, crashes, etc., yet the number of accidents in which persons were killed or injured totals but 24.

In analyzing the causes of these accidents, of the six which resulted fatally three were due to stunting, two to gross carelessness on the field and one to a storm. Not a single person, passenger or pilot, lost his life in straight commercial flying. And with Federal regulation, controlling stunting and enforcing proper field policing and protection, it is believed certain that most of these fatalities would have been avoided. The number of persons injured in these 24 accidents was 21, these mishaps being due to causes which could have been removed by Federal regulation or supervision - had landing fields, air routes and weather reports been fully available; had the field help been more disciplined; had the pilots been more alert through consciousness of licensed responsibility and had there been strict inspection of aircraft, engines, accessories and supplies.

Counting both the itinerant (Gypsy Fliers) and fixed base flying, it is estimated that during the calendar year 1921 there were 1,200 aircraft engaged in civil flying in the United States, and that these flew 6,500,000 miles and carried 250,000 persons. These figures are approximate. A survey shows that 114 accidents occurred, not including those that involved Government-owned aircraft, resulting in death to 49 persons and injury, more or less serious, to 89. In 48 instances there were no casualties. The 49 lives were lost in 33 accidents, and injury to the 89 persons was caused in but 42 accidents. Each of the 114 accidents recorded was caused by deficiency in one or more of the necessary requisites for safe flying above enumerated.

Of the above accidents, 49 were attributed to the pilot - perhaps through careless, incompetence, or bad judgment combined with other factors. There is no doubt that a good pilot can guide a poor machine to safety with greater chance of success than a poor pilot can operate a first-class craft. The report, therefore, at the very top of the list of governmental needs places the Federal examination and licensing of pilots. During the war rather more than 17,000 young men were trained to fly. The knack of flying cannot be retained perpetually without practice, nor can it be maintained at a high degree of efficiency without regular examination on a common standard for all flying throughout the United States.

Commenting on twenty of the accidents which are attributed in whole or in part to inadequate landing fields, or the total lack of terminal facilities, the report states that here is a duty directly imposed upon the Federal Government. During the War the Army and Navy acquired many terminals, most of which have since been abandoned. The fragmentary remainder has been slightly added to by the Air Mail, municipalities and private enterprises, but the United States is today woefully lacking in air ports for even the 1,200 aircraft in operation.

Citing the fact that only 4 accidents are attributed to the lack of weather reports and 10 to the lack of clearly defined routes or limitations in traveling between or over cities, the report states that it is certain that aerial transportation cannot develop until these factors are met. As an illustration, two of the worst accidents in our flying history are attributed to these causes. As one was Naval and the other Military, they cannot be included in the civic survey, though in their results they were as harmful to civil flying prospects as though they had occurred to private individuals. On March 2nd. a Naval seaplane, according to press reports, side-slipped on to a beach near Pensacola, Fla., and killed five bathers. Either the seaplane had no business over that beach or the bathers had no business on it. In either event, the fatalities would have been prevented had proper authority existed. On May 28th, a large Army plane crashed at Morgantown, Md., killing its seven occupants, among them being some of the best known figures in military and civil aviation. According to the report of the Inspector General's investigators, the disaster was not due to defects in the machine or to incompetence on the part of the pilot but to the terrific storm into which the ship flew, and of which the pilot had not been warned.



## COMMERCIAL AERONAUTICS IN THE UNITED STATES (CONT'D)

Equal in importance with learning the qualifications of pilot and navigator is the inspection of aircraft and engines. Out of the 114 accidents, 22 may be attributed to faults which proper inspection probably would have revealed, 4 concerning the plane, 9 the engine and 9 an accessory, gas or oil. This inspection must be made at frequent intervals by Federal authority.

In one accident, attributed to the attempt of the pilot to stunt an unsafe machine, two lives were lost. An investigator reported that the plane was not a factory-maintained product. Altogether, 29 of the 114 accidents occurred during stunting, 20 persons being killed and 36 injured - more than 40 percent of the total. In other words, stunt flying in unrestricted areas was responsible for almost as many casualties as all other elements combined. Now stunt flying is necessary to testing and essential to warfare, and it is believed advisable that all pilots should know how to stunt so that, in case of an emergency when only a stunt will save their craft they will be able to act quickly with understanding and without fear, yet the habit of stunting for thrill is dangerous, fatal in many instances and always harmful to civil flying. A governmental system of control, limiting stunting to certain areas, will meet this unfortunate menace to aeronautics.

Collisions in the air were responsible for three deaths and one injury, the two collisions reported occurring during stunt performances. The danger of collisions in the air is not great providing levels of flight for aircraft under way are established and observed and provided stunting is controlled.

Eight accidents, causing injury to 7 persons, are reported through carelessness on the field. In several notable instances the pilot, in order to avoid the crowd which surged out in front of his machine as he was taking off or landing, deliberately wrecked his craft. It is observed that at every flying demonstration, even at locally policed fields, the spectators ignore warnings and must be forced to keep back. Only Federal rules rigidly enforced are able to meet this condition.

In conclusion, the report states that the airplane of 1921, powerful and beautiful as it appeared to us and as it undoubtedly was in contrast with the gliders of Lilienthal and Chanute, and even the Kitty Hawk biplane of the Wrights, will some day be to the ultimate flying machine what the primitive train of 1830 is to the Twentieth Century Limited. The designing and engineering features are progressing. Improvements in safety and efficiency are being constantly introduced. These, if aided by regulation and stimulation by the Government, assure security in the air travel of the near future comparable with that of the accepted means of transportation which we have today on rail, road and water.

### VESUVIUS CONQUERED.

Who in this wide world would have ever dreamed of anyone daring to defy the grim, red-bearded emperor, Vesuvius; that early in the Christian era (79 A.D.) buried the cities of Herculaneum and Pompeii, and up to the last big eruption in 1906, when several small towns and villages in the vicinity were destroyed and the surrounding country devastated, was responsible for the untimely death of some 50,000 souls. And yet, a mere slip of a girl, Delores Santora, queen of girl aviators, and Russell Muth, Fox Cameraman of New York, king of dare-devil cameramen, as they are described, actually flew over the crater of the fiery monster to obtain a "close-up" of the eruption, and by their daring act the world is enabled, by the medium of the screen to obtain a close view of this famous volcano in all its rage.

These two adventurous souls set out on their perilous mission on February 16, 1922, and the story of their experience, as taken from the title films of the moving picture produced by the enterprising Fox Corporation, is as follows:

We ride through Naples to Pompeii, passing beautiful vineyards nestling calmly at the fiery monster's feet, then Pompeii, resurrected from its ashes that formed the funeral pyre of 2,000 souls in the year 79 A.D.

We change to the Funicular railway that carried us within three miles of the base of the volcano. Then with a guide we see nature's paradox - snow skirting hot beds of ashes thrown from the flaming pit. The plane is ready, and as if going on a joy ride the girl and the man depart. At an altitude of 5,000 feet we get our first view of the inferno. Then at a terrific speed of 90 miles an hour we skim along the edge of the big crater, 1,200 feet deep, a smoking, rumbling mass of red hot rocks. In the center of this pit, one-half mile away is the small cone, hissing and steaming with a deafening roar. The poison gas is stifling but undaunted the girl heads for the flaming inferno at a distance of 600 feet. With a prayer on her lips, but with

## VESUVIUS CONQUERED CONT'D.

a cool guiding hand, she steers the machine towards a thousand leaping devils only 50 feet away. The gasses choked the carburetor, hot lava jammed the propeller blades, and we plunged headlong into the sea of lava in the heart of the volcano. Stifled and blinded, we mechanically turn the handle of the camera while the airplane is hurtling through space, and then Crash! As if guided by some Angel's hand we escaped with minor injuries. The girl was cut and bruised and the cameraman's right arm was broken when the plane hit a tree. By hurling the camera into a bush the film was saved from fire which seemed apparent and the picture preserved.

## THE FLIGHT TO ENCIRCLE THE GLOBE

Contrary to the pessimistic attitude assumed by the London aeronautical publication "The Aeroplane", in connection with the projected flight around the world by Captain Norman MacMillan and Major Wilfred Blake, as quoted in the last issue of the NEWS LETTER, this flight is now an actuality. Major Blake and two companions, Captain MacMillan and Lieut.-Colonel L.E. Broome, started on May 24th from Croydon Airdrome on an attempted 30,000 mile airplane flight around the world. The three aviators made their start in a DH9 airplane equipped for the trip. Brilliant sunshine with a light breeze made the weather conditions perfect for the take off. The plane the aviators are using is capable of making 115 miles an hour. It carries 672 lbs. of baggage, has the latest equipment for comfort, and special attention has been paid to the petrol systems. Several hours were spent making last minute changes in the fuselage and equipment and a thorough test has been given the machine. A special camera for aerial work with a revolving tripod was attached to the machine.

The British aeronautical publication "Flight", in its issue of May 11th, made the following editorial comment on this projected flight:

"The Aircraft Disposals Company has, with commendable sporting spirit, placed four machines at their (the aviators') disposal, and the project appears to give fair promise of success. The machines to be used, although not of new types, have stood the test of time and, given reasonable luck, the aviators should have a very good chance of getting through. Although as a sporting effort the use of a single machine for the entire flight would have been more spectacular, the employment of four machines, of three different types, will be a much closer representation of the actual conditions which will obtain when we come to run really long-distance services, and from that point of view is, perhaps, of even greater practical value. The Rolls-Royce and Siddeley "Puma" engines have both proved themselves thoroughly reliable on many long-distance flights and the deHaviland and Fairey machines are equally famed for their excellent qualities. We must confess that, personally, we should have liked to see a different machine than the F-type flying boat for the last stage, as there are several which would, in our opinion, be more suitable for the work. Time does not, however, allow of getting a new machine built in time, unless the Air Ministry could be persuaded to lend one, and the F boat is the nearest approach to the ideal machine wanted. Except for unforeseen accidents, the venture should succeed."

The manner in which it is intended to use the various machines is as follows: The aviators hope to get as far as Calcutta, India, with the DH9, their first machine, traversing the ordinary route to India by way of Paris, Rome, Athens, Crete, Alexandria, Bagdad, Bazra, Kaachi and Delhi, approximately 7,000 miles. On the next stage the use of a Fairey F. III seaplane has been planned. In this machine, fitted with a 360 h.p. Rolls-Royce engine, the airmen would fly from Calcutta and proceed via Rangoon, Bangkok, Saigon and along the Chinese coast to Japan, Yokohama, and then to Petropavolsk, and along the Aleutian Islands and the Alaskan coast to Vancouver. At Vancouver the plan calls for a change into another DH-9 machine across Canada, to Chicago and thence to New York. Using this machine to Newfoundland, the airmen propose taking up their fourth machine, an F-3 flying boat with two 360 h.p. Rolls-Royce engines, and flying on this machine across Greenland, Iceland and the Faroe Islands to Scotland, land at Aberdeen.

Major Blake has estimated that with average luck he could get around the world in three months, spending approximately 300 hours in the air.

## UNUSUAL INCIDENTS IN AVIATION.

### An Air Dash to Paris

The advantage of the airplane and the London-Paris air service in times of great urgency was demonstrated recently, according to a story carried in a number of British newspapers. The Napier Co. have been in negotiation with a well-known

## AERONAUTICAL NEWS FROM OTHER COUNTRIES.

### England.

New regulations for securing greater safety on the Paris-London Air route have been accepted at a meeting of French and British pilots. They agreed to the outward and inward routes being separated by a distance of approximately 10 kilometers ( $6\frac{1}{4}$  miles). This arrangement will add slightly to the mileage of the route from London to Paris and necessitate some change in the ground arrangements, including the provision of supplementary landing grounds for cases of emergency. The line from Paris to London will be via Beauvais, Calais, and Dover, while the return journey will be by Folkestone and Boulogne and then well to the right of the small hills at Cambres and Beauvais.

On Monday, May 7th, the first of the DH-34 machines belonging to the Instone Air Line made the inaugural flight from London to Brussels and back. The actual regular service is scheduled to start on May 15th, and the London-Brussels line may well prove in the future one of the most important radiating from London, linking up England with northern and central Europe. - Flight.

One of the regular pastimes now for pilots flying between London and Paris on the British machines equipped with wireless is to ring one another up and have a chat in the air. - Flight.

On Saturday, May 6th, further tests, this time successful, were carried out with the new parachute which is designed to lift a pilot out of a machine falling out of control. This time the tests were made with a triple parachute, a very small one being first released, which pulls out a slightly larger one which, in turn, exerts sufficient pull to release the large man-carrying parachute that finally lifts the pilot out of his seat. An ordinary parachute descent was also made. - Flight.

Two Fokker monoplanes of the F3 type, but fitted with Rolls-Royce 360 h.p. engines instead of 240 h.p. Pumas, are to be put on the London-Amsterdam service. These machines, while retaining the same passenger capacity (five) will have another compartment added for goods and luggage. They are intended to do the double trip in one day. - Flight.

### Germany.

The Königsberg-Moscow air service, on which Fokker monoplanes are used, was inaugurated on May 1st. At first the service will be bi-weekly, the machines leaving Königsberg at 9 a.m., arriving at Smolensk at 4:15 p.m., leaving Smolensk at 4:45 p.m., and arriving at Moscow at 7:45 p.m. In the opposite direction the times are as follows: Moscow 6:30 a.m., Smolensk 9:30, leave Smolensk 10, arrive Königsberg 3:15 p.m. Machines will leave Königsberg on Sundays and Thursdays and Moscow on Sundays and Wednesdays. The railway journey between Berlin and Königsberg occupies  $12\frac{1}{2}$  hours, and the flight between Königsberg and Moscow 9 hours, giving a total of 22 hours, as compared with more than five days by train. The air mail fees are to be 8 marks for post cards and 8 marks for every 20 grammes in case of letters.

The prohibition of German aeronautical enterprise, enforced by the Entente during 1921, was scheduled to be lifted on May 5. Although the number of airplanes in use was negligible during the past year, seven German companies claim to have covered a total of 1,653,053 kilometers during the seven months from April to November, 1921, carrying 6,183 passengers and 30,713,428 kilos of post and parcels. (Commercial Attache C.E. Herring, Berlin.)

### France.

The traffic of the Bourget Aero Station (near Paris) is increasing considerably, according to La Journée Industrielle of April 9-10. In March, 1922 there were recorded 315 airplanes, carrying 846 passengers and 21,908 kilos of merchandise. The corresponding figures for March, 1921, were 250 airplanes with 681 passengers and 8,725 kilos of merchandise.

### The Netherlands.

The Royal Aerial Navigation Co., of the Netherlands, has published figures covering its services in 1921. During that year 842,937 kilos of mail, 24,874,505

## The Netherlands, (Cont'd)

kilos of goods, and 489 passengers were carried by the Amsterdam-London line. On the Amsterdam-Brussels-Paris line traffic amounted to 346,203 kilos of mail, 11,141,420 kilos of goods, and 931 passengers. On the Rotterdam-Hamburg service 358,545 kilos of mail, 2,517,630 kilos of goods and 254 passengers were carried. These figures show a very significant increase over the 1920 returns, the latter totalling less than 1 percent of the 1921 traffic in the case of mails and goods and only 21 percent in the number of passengers.

The daily Amsterdam-London service of the Royal Aerial Navigation Co., discontinued during the winter, was resumed on April 18. A new set of passenger and freight rates, representing an appreciable reduction from those of 1920 and 1921, have been put into effect. Passenger rates have been reduced to 75 guilders from the 150 guilders in effect during 1920. In that year the maximum freight charges was 2.50 and the minimum charge 1.50 guilders per kilo, whereas the present rate is 1.50 guilders for the first kilo, with a rate of 1 guilder for each additional kilo and a special rate of 0.80 guilder per kilo on large quantities.

The Netherlands Government has not yet taken any action toward renewing the subsidy granted the Royal Aerial Navigation Co. in 1921. - Commerce Reports.

## Belgium.

The "Sneta", a Government-subsidized aerial transportation company in Belgium, has finished its trial period of passenger, merchandise, and postal aerial transport service between Brussels and cities in neighboring countries (Paris, London, Amsterdam, The Hague.) Belgian participation on these lines will, therefore, cease from June 1, 1922, leaving the Paris-Brussels and Brussels-Amsterdam services in the hands of French and Dutch companies. A Brussels-London service will be organized by an English company, beginning in May of the present year.

The Belgian Government studying the creation of a permanent organization which will permit that country to conserve an important position in international aerial transportation.

## Germany.

Beginning April 1, a daily passenger, mail and freight air service was re-established on the line Dresden-Berlin-Hamburg and return, also on the line Dresden-Leipzig-Magdeburg-Hanover-Bremen and return. The trip from Bremen to Hamburg takes four and one-half hours, including a half-hour stop in Berlin. The journey to Bremen requires five hours, including 15 minute stops at Leipzig, Magdeburg, and Hanover.

The fare from Dresden to Berlin is 500 marks and from Berlin to Hamburg 650 marks. This compares with 285 marks and 387 marks, respectively, for the first-class railway fare between the same points. Passage from Dresden to Leipzig is 500 marks and from Leipzig to Bremen 1,300 marks, as compared with 190 marks and 536 marks, respectively, for first-class railway fare between these points. Fifteen kilos of baggage is carried without charge, and all excess at the rate of 15 marks per kilo. - Commerce Reports.

## SQUADRON NEWS

Ellington Field, Houston, Texas, May 15.

Much to the surprise of the Pursuiters at Ellington Field on Friday, May 5th, the sun came out with not a cloud in the skies. This day marked the fourth anniversary of the First Group (Pursuit), and all were "cocked and primed" for a big time. At eight A.M. five organizations were on the athletic field in full force; each with a trained track team and a full quota of rooters. They forgot the hot sun, and on a heavy track they battled for supremacy. The contest was won by the Second Air Park with 55 points. The other Organizations scored as follows: 17th Squadron-18½, Headquarters Detachment-15, 95th Squadron-11, and 27th Squadron-8½. The 94th Squadron was unable to participate, being busily engaged in the work of servicing and putting fifty ships in shape for the flying circus on the following day.

At 2:00 P.M. the Command assembled on the Field when Major Spatz presented the 95th Squadron with a silver loving cup, which was competed for by eighty men in a twenty mile relay race on Jan. 1st, 1922. This race is an annual event for the Group. The silver loving cup won by the Second Air Park during the morning Track and Field Meet was also presented. The Major's address was short and to the point. He recalled the early days of the 1st Group, as organized in France during the critical days of the German drive. The supremacy of the Air was distinctly the enemy's, and pursuit work was a real man's job, -- and it has been given into the hands of the present personnel to carry on the traditions of the Group.

A base-ball team from Kelly Field came over Friday morning, and during the afternoon the Pursuiters showed their maneuverability on a base-ball field as well as in the air. The Kelly Field Bombers went down to defeat by a score of 9 to 2.

A boxing card was staged at the Post Gymnasium at 7:30 P.M. Five good bouts were put on.

Everybody kept in hiding Saturday morning, but at 1:00 P.M., MB3's, Spads, SE5's, Fokker, and DH's came rolling out of the hangars like bees from their hives. Fifty of them were on the line for inspection by the several hundred curious visitors. The Spads took off at 2:30 in battle formation of five ships each. While the air was a bit crowded in spots, the program was so well arranged that there was ample opportunity to observe the 180 degree and cross-over turns of the ships. The Spad formations were followed by two five-ship formations of SE5's, which launched an attack with machine guns and bombs. They did quick work in destroying an old shack, which went up in flames. Following this, they stunted in formation, finally breaking up, and each pilot "jazzing" to his heart's content and according to his own notions of the business. To show the astonished and "opened mouthed" spectators how little had been done, a formation of MB3's took off for formation and acrobatic work, which put all other ships hopelessly "in the shade."

The final event was a race in two heats by a JN6H, SE5A, Spad XIII, Fokker D-VII, DH4B, <sup>XBIA</sup> and MB3. The race was from a standing start (props turning) over the field and finishing with a minimum altitude of fifty feet. The event was an eye-opener to the spectators, who for the first time, saw the comparative speed of the ships and the progress that has been made in development of airplanes.

To supplement the flying, an exhibit of ships was arranged by the 94th Squadron in the hangars, the fabric being removed from one ship to show the construction. The motor test blocks, overhaul department and repair hangars were open for inspection and the taxpayer was given every chance to see what it was all about.

Admission was charged to the field for the benefit of a swimming-pool, and netted sundry dollars, since the show had been well advertised by formations scattering handbills over the landscape within a 75-mile radius and breaking up at promising places for a demonstration of what might be expected at the field. It might be mentioned that the sea-wall at Galveston and the Hotel Galvez came in for a fairly complete show, gratis.

The Officers staged their annual Mechanics' Ball at the Officers' Club on Saturday night. Clad in overalls and equipped with "oil cans" for lubricating purposes, the mechanics, with their lady assistants in like costumes, performed untiringly in the dance hall, which was decorated to resemble a work shop.

Early Saturday morning, May 6th, a sound of a running motor was heard. It was a "purr" quite unlike that of motors familiar to the trained ears of the Group pilots. There was a rush to the line; and Behold! there was Lieut. Asp with his home-made scout plane, equipped with a new sixty h.p. Lawrence, ready for flight. It looked like a box-kite and compared in size with the Messenger scout as a humming-bird compares with a robbin.

Ellington Field, Houston, Texas, May 15th Cont'd.

Lieut. Asp "screwed his courage to the sticking place" and gave her the gun. Off he went, but the little ship was not exactly balanced. It wanted to go either up or down so the pilot attempted the landing from about seventy-five feet. Alas, the ground was too close and the little "Asp" lay prostrate. It was dragged to a hangar for repairs and a few modifications. Its designer, Lieut. Asp, says it will be ready for another trial within a few days and that he will recommend it to fly.

Wednesday afternoon the "Rank" of the Field accepted a challenge for a baseball game with the Lieutenants of the Field. The boys on the side lines named the "Rank" the "Fusillers", and the Lieutenants the "Cannoneers." The principal feature of the game was the enthusiasm displayed and the rooting. The cannoneers won by a score of fifteen to eleven. Next Wednesday the bachelor Officers will meet the married Officers of the field.

Hqrs. 316th Squadron (Obs) Crissy Field, Presidio of San Francisco, Calif. May 15.

The Reservists are turning out in good shape now. On last Saturday and Sunday four ships were kept in the air continuously. It really began to resemble the old days at the primary schools. Chinese "Won wing Lew" landings came in for their share of the honors. Two casualties were the result. Both Lieuts. Farmer and Kinney have a wing skid to their credit. Not to be outdone by his students, Capt. Herold proceeded to put two DH tires in condition for the Salvage. Altogether, the spectators felt as though they were getting their money's worth.

The active interest in the Reserve Air Service work is increasing. There are now eleven pilots, Reserve, who have qualified to pilot a ship solo, and several who are awaiting the result of their 609 to begin their dual instruction. The Squadron being complete as to Officer personnel assigned, it has become necessary to attach some who are taking an active interest. The Reserve Pilots have flown about 25 hours in the last two months.

A compliment will be paid the Reservists on Sunday, the 21st, the day of the big Circus at Crissy, when they will be given a place on the program. A formation of five JN's will be flown by them.

Tables of Organization were received from the Hqrs., 91st Division. The allowance of enlisted men is 60, being made up of Non-coms and Specialists. The recruiting Officers say they have that number already lined up.

Rockwell Air Intermediate Depot, Coronado, Calif., May 1.

Great interest is being taken locally in radio. Concerts and news are being broadcasted daily and nightly throughout the southern part of California, and the men who are students in the E and R Department at this station have installed a temporary receiving set and are deriving much enjoyment and benefit from their radio instruction by the added interest of being able to "pick up" the various broadcasted items.

Sergeant Kazimer Witwickie, our Post Fire Chief, reenlisted, had his large upturned mustache clipped, and his fliwer painted all in one week. The Sergeant has fought and worked all over the world. He has done time with the Russian Cossacks and in the Mexican Army; has been a bank teller in Ukraine and a tractor driver in Imperial Valley. He speaks about six or seven different languages and is capable of doing most everything except driving an airplane. The Sergeant has only been up once and he says that is sufficient.

Lieuts. McCulloch and Vanaman, the goofy golf champions added to their laurels last week by winning and losing.

Staff Sergeant Tempelman and Sergeants Aytes and Cornell were transferred to this station last week from Mather Field. They are ex-cadets, have airplane pilot ratings and hold commissions in the O.R.C. It is expected that they will help a great deal in ferrying planes between this station and various fields in the 9th Corps Area.

The three warrant officers, Sir Walter Scott, Compound Paine and Mons. Tebo, have been noticed spending a great amount of time in closed conferences recently. It is rumored that they are rehearsing Dumas famous play "The Three Musketeers" and that they intend staging the first performance at the Shriner's circus in San Diego, which will be held in the near future.

Rockwell Air Intermediate Depot, Coronado, Calif., May 1. (cont'd)

At the Service Field Games held in San Diego last week, Private Mitchell Shongo won third place in the five mile marathon. Private Shongo was the marathon champion of the 2nd Corps Area when stationed there, and it is thought that he would have done much better in his last attempt had he had time for more training. He had been out only six days before the race was held, and the winner and second man in the race had each had about eight months' preparation.

There has been some delay this week in the transfer of planes from March Field to this depot, caused by the very disagreeable weather. Apparently, there are no hopes for fair weather in the near future.

Rockwell Air Intermediate Depot, Coronado, Calif., May 5.

On Thursday evening the enlisted men of the 18th Squadron (Observation) held their second dance. The dance was held in the Rockwell Field Officers' Club, and was attended by about sixty couples. The committee in charge of music, decorations and refreshments spent a lot of energy in making arrangements, and it can be said that everyone thoroughly enjoyed the party.

Private Hale, who is in charge of the E and R Department Office, has just returned to duty after a month's furlough. Private Hale is quite a business man, and it is understood that he cleared a small fortune during his furlough, selling stocks and bonds for various organizations in the vicinity of San Diego. (But for some unknown reasons, he was seen doing double time to the Finance Office upon his return to the Post and made the pleading excuse of the absolute need of fifty dollars in order to clear his debts incurred during his absence.)

Staff Sergeant Reynolds, of the 18th Squadron, is busy these days preparing quarters for his wife who is expected at this Post in the near future.

Mr. A. D. Penney, Chief Clerk to the Commanding Officer at this Post for a number of years, was formerly affected by the wander-lust and served the Government in all parts of the United States and in the Philippine Islands and Alaska. He has finally decided to settle down, with Rockwell Field as his permanent station and Ocean Beach as his home and fireside. Mr. Penney is known as an encyclopedic on Army Regulations and also upon all things worth knowing on aviation, from the time Bud Mars made exhibition flights in Manila to the present. Mr. Penney was commissioned as a Captain during the war and resigned shortly after to take up duties in his present position. His hobbies are telegraphy, oil wells in Wyoming, and giving fatherly advice to his old friends, Warrant Officers Scott, Payne and Tebo.

Lieut. McHenry, of Mather Field, landed here Wednesday and reported a very successful trip down the valley. He was accompanied from Mather to March Field by five other DH's containing pilots, who returned to Mather Field ferrying JN6H's to be used in California and Utah during the summer training camps for Air Service reserve officers.

Lieutenant Doolittle, or "Jimmie", as he is familiarly known here, who with Lieut. L. S. Andrews recently covered the distance of 1200 miles from Kelly Field to Rockwell Field in 12½ hours' flying time, will be remembered by most of the old officers at Rockwell Field as the cadet who was always wanting to do stunts and wing walk, although regulations forbid same. On one occasion the plane in which Jimmie was riding with another pilot landed and taxied to the dead line with Jimmie stretched out on the landing gear. For that stunt he was put on the ground for a month. Jimmie says he has changed his ways, since he has become older, has been married and has a small son. Anyway, we hope so.

Pope Field, Camp Bragg, N.C., May 17.

A valuable addition to the Pilot-Observer force of Pope Field has recently been acquired in the person of 1st Lieut. Arthur G. Watson from Fort Sill. He was immediately started to put into practice the theories he had acquired by spotting for the Fort Bragg artillery.

During the polo tournament from April 16th to 23rd between Fort Oglethorpe, Fort Benning and Fort Bragg, the Pope Field Officers' Club gave a buffet lunch in honor of the visitors. Fifty guests were present, composed of the visiting teams and officers and ladies of Fort Bragg.

With the object of promoting the art of shotgun, rifle and pistol shooting, the "Aero Gun Club of Pope Field" was organized on April 25th. A trap has been

Pope Field, Camp Bragg, N.C., May 17. (cont'd)

installed and a full supply of ammunition of all kinds is on hand. The officers of the Club are: President, Staff Sergeant Ananias Nickulaine; Vice President, Sgt. Edward R. Knuckey; Secretary, Staff Sergeant L. L. Hoffman; Treasurer, Chauffeur L. T. Seidel; and Range Officer, Master Sergeant C. H. Deane.

First Lieutenant Walthall represented Pope Field in the annual North and South Tennis Tournament at Pinehurst, April 10th to 17th. He made a good record, much to the gratification of the Pope Field personnel.

Two new DH4B's have been assigned to this field, and will be flown from Middletown, Pa., by Lieutenants Walthall and Gaines.

Lieutenants Walthall and Gaines will go by airplane to Charlotte, N.C., on Saturday, May 20th, to take part in the celebration of the Mecklenburg Declaration of Independence. General Pershing will speak on this occasion.

Mather Field, Mills, Calif., April 24.

Out of respect to the memory of the late 2nd Lieut. Harry Johnson, A.S. R., a three-ship formation flew over Newman, Calif., during his funeral services. The death of this young man saddened many friends he had made while stationed here. He enlisted at Mather in 1919, later qualifying for the grade of flying cadet; received his ground school work at March Field, advanced training here, and was commissioned in the reserve in January, 1922. Mr. Johnson was killed when he lost his grip, falling 150 feet while doing acrobatic stunts from a plane piloted by Mr. M. Kelly, who was also a cadet at this Field. The pilots of the formation were enlisted fliers, - 3 friends who had been at March during 1921.

It must have been something in the fine spring air that brought two A. S. Reserve Officers, - Messrs. A. T. Starr and J. C. Hampton, - a very long distance to get refresher hops. They said they simply could not exist without a flight, so two of the officers here took them up, before letting them have the sticks themselves. Many plans are being made for the accommodation of Reserve Officers during their training camp period scheduled for June.

Suggesting the Orient with its swinging Japanese lanterns and its decorations of peach and apple blossoms, the Officers' Club housed a throng of merrymakers invited to a fancy costume dance on the evening of the 21st. For those who did not care for dancing, the veranda was made into a poppy lane and there card tables were set up. Everyone unmasked at 10:30. Probably the one to remain incognito the longest of any and to pay the biggest price for his disguise was the young man who shaved his moustache off - that very dear possession which had been trimmed and trained assiduously for three years. The funniest feature dance of the party was a fox-trot (?) by a very large gentleman from the Days of '49 and a South Sea Islander in grass skirt. Later the existence of the skirt was saved only by the speedy running of the wearer away from the Court Jester, who wielded a wicked grass cutter.

The especially pleasing event of the evening was the arrival, in time for dinner, of the following officers and ladies from Crissy Field: Majors and Mesdames H. H. Arnold, M. F. Davis and G. H. Brett; Captains and Mesdames A. W. Smith, A. F. Herold, Lieutenants and Mesdames W. C. Goldsborough, E. C. Kiel, W. R. Sweeley, W. A. Maxwell; Captain Lowell Smith and B. S. Catlin, Jr. They remained overnight, leaving by automobile early next day. This was the last dance of the season and, without a question, was the biggest success of any previously given.

Arriving just in time for the party, Lieut. J. R. Morgan was welcomed back home. Lieut. and Mrs. Ned Schramm, after a long visit in Seattle, also reported back. Lieut. Schramm is bewailing the fact that he must take up his abode in the Bachelor Quarters while Mrs. Schramm visits her parents for a few weeks.

Mather Field, Mills, Calif., May 8.

General J. J. Borree, Adjutant General of the State of California, was instrumental in having sixty Springfield "Colt" rifles, calibre 45, single shot, breech loading, of the model of 1878, delivered at Mather Field from the National Guard Armory, for practice and for use later by a company of picked men of this command who will participate in the "Days of '49 Celebration" to be held in Sacramento the week of May 22nd to 28th. The soldiers will also be furnished uniforms in the style of the days of the gold rush. They will take part in subduing an Indian attack, and will rescue General Sutter from the hands of the Redmen.



Mather Field, Mills, Calif., May 3 (cont'd)

To obtain six JN6H planes for use in training the men who will attend the Reserve Officers' Training Camp to be held at Mather during June and July, the following named officers and enlisted pilots made a return flight to March Field in six DH4B-1 planes, starting on May 3d; Capt. F. Eglin, Lieuts. E.B. Bayley, N.R. Laughinghouse, G.A. McHenry, R.L. Maughan, H.C. Minter, C.H. Myers, N. Schramm, W.S. Sullivan, A.E. Waller, Corp. J. Larsen, and Sgt. Thos. Fowler. Those piloting the DHs returned the following day, the others arriving at Mather on the 5th. The entire trip was made without any mishap and the total flying time was ninety-nine hours.

Lieuts. B. R. Dallas and W. R. Sweeley, A.S., of Crissy Field, arrived from March Field on the 1st, Lieut. Dallas ferrying a JN6H for training purposes at this Field. Both officers returned to Crissy the same day.

Major B. M. Atkinson, A.S., returned from the Letterman General Hospital on May 4th, and again assumed command of the Post.

Chanute Field, Rantoul, Ill., May 9, 1922.

The A.S.M.S. Twilight League successfully opened its season on May 2, when Section "A", the permanent Detachment of the school, walked away from the Quarter-master team to a tune of 11 - 2. In the second game of the season Section "B" played the 15th Squadron. The 15th won by a 3 - 2 score.

The A.S.M.S. Twilight League is an Interfield league composed of eight teams. They play each Tuesday and Thursday after supper. There is no retreat on these days, and evening mess is eaten promptly at 4:45, so that the entire day is over when the games are commenced at 5:15 and everyone can turn out and root his loudest. Some excellent baseball material is being developed.

"Fifteen Degree" Spruance, otherwise 1st Lieut. Owen Evans Spruance - Director of the course for Armorers, received a considerable thrill the other day when he strayed from the peaceful home and took the rough wild air on a cross country trip to McCook field. It might be mentioned that the cognomen, "Fifteen degree" was applied to Lieutenant Spruance by his admiring associates on account of the reckless way he banks. As he was taking off at McCook field for the return trip and had just cleared the ground, the upper strut fitting of the right rear center section strut crystallized and broke, releasing the bracing wire and allowing the wings to weave and wriggle in a most extraordinary manner. At this juncture, the left front strut of the center section suddenly departed taking with it "Fifteen degrees" entire stock of self confidence. The pilot was in a quandary, as here was a situation not covered on page 17 of the book of young pilots, which page covers unusual occurrences. The more he pondered, however, the more desirable a speedy but safe return to earth appeared, so he nosed over and gently glided thirty feet to the ground and executed, not ungracefully, a General's landing - seven bounces and three creaks. The following day Lieutenant Spruance returned to Chanute Field none the worse for his harrowing experience.

Crissy Field, Presidio of San Francisco, Calif., May 17

Preparations are now underway for the Flying Circus to be held this coming Sunday at Crissy Field. The program includes several record-breaking events and the usual aerial athletics. Plans are being perfected to handle the largest crowd ever present at Crissy Field. This Circus is for the benefit of the Army Relief Fund, and all Arms at the Presidio are cooperating, so that its success is assured.

Orders have recently been issued for a photographic mission which entails the taking of photographs, verticals and obliques, of permanent emergency landing fields in this Corps Area. First Lieutenant Robert E. Selff, as photographer, and First Lieutenant Wm. C. Goldsborough, as pilot, started on the first of these missions on Friday, May 12th. Their trip will extend over a period of approximately ten days and will cover a total of thirty-seven landing fields in central and southern California, central and southern Nevada and central and eastern Utah.

The 91st Squadron Baseball team played the Bernal Heights Athletic Club at the Presidio Diamond last Sunday. The B.H.A.C. is a bunch of ball tossers from 27th and Mission Street of our fair City, and, like Yukon Jake, "were tough as steak and as hard as a hard boiled egg." Just as soon as they saw defeat looming up on the horizon they wanted to start a fight. Needless to say, the 91st won the game 8 to 5. It was certainly a hard struggle, and for the most part fast

Crissy Field, Presidio of San Francisco California, May 17, (Cont'd)

ball was played. No man got to third during the first four innings. All runs were earned; there were several thrilling double plays when the bases were packed; twice on each side clean hits were made with the bases full. The star play of the game was when Toltdt, of the 91st, grabbed a long fly in deep center, with the bases full and two out. It was the visitors last chance to score, and if missed, would have been an easy home run. Poloni in center field for Bernal Heights was their star, fielding his position 1000% and robbing several 91st batters of near-hits.

The discharge wave, necessitated by the departure of the 1919 men from the Air Service, has in no way passed up the 91st Squadron, and daily the "old timers" of the organization don their civilian clothes and disappear to return no more. Thirty-eight men this month and thirty-four next month will make an almost new outfit out of the Squadron. Nearly all these men have been with the Squadron for over eighteen months, - some of them since its re-organization after the war at Mather Field, California, in October, 1919. Their loss will be felt keenly.

The Officers' Club of Crissy Field is planning a Barn Dance for Friday night next. The Officers are busy looking up their old blue denims, while the ladies of the post are equally engaged in getting their bungalow aprons in readiness for the affair. It is expected that many of the Officers and Ladies from Mather Field will come down to help make the party a success.

Fairfield Air Intermediate Depot, Fairfield, O. May 11-20.

Captain S.A. Blair, Chief of the Maintenance Section, who has been Acting Officer in Charge during the absence of Captain Adler, has been ordered to Washington, D.C., for duty in the Industrial War Plans Division, Office Chief of Air Service. First Lieut. J.L. Stromme is Acting Officer in Charge, Property Maintenance and Cost Compilation until Captain Adler's return.

Major J.H. Pirie, Air Service, Commanding Officer of Air Service troops at Aberdeen, Md., visited this station for the purpose of ferrying a DH4B airplane to Aberdeen, for use at that station.

Lieut. Ballard returned from College Point, L.I., New York, where he made a visit to the L.W.F. Corporation relative to the inspection of Liberty motors.

The Engineering Department is making unusual efforts to complete a DH4B and a JN4H for training purposes at Kokomo, Indiana. These ships are to be used in connection with the National Guard for the purpose of giving instructions to Reserve Officers.

Weather conditions permitting, Lieuts. Ballard, Barton and McPike will fly three Photographic Airplanes to Mitchel Field, L.I., N.Y., the latter part of the week ending May 20th.

On May 18th Lieut. Barton attempted to fly the JN6H Ambulance Airplane to Indianapolis, Ind., but while over Dayton he encountered a heavy rain storm and was forced to turn back. It is expected that this ship will be delivered to Indianapolis in time to be used for exhibition purposes in Indianapolis during the week from May 19th to 26th.

Captain A. I. Eagle, Acting Chief of the Property Requirements Section, Office Chief of Air Service, spent Wednesday afternoon, May 17th, at the Property, Maintenance & Cost Compilation Department in connection with supply matters in coordinating the activities of this office with the Washington Office.

Major W.H. Fagley, Commanding Officer of the 137th Observation Squadron, Indiana National Guard, and Captain W.F. Donnelly, Instructor of said squadron, visited this station on May 17th for the purpose of making arrangements in regard to supplies for the National Guard unit.

First Lieut. Robert V. Ignico spent the week end in Akron, Ohio, inspecting the plant of the Goodyear Tire & Rubber Company, returning to Fairfield the following Tuesday.

Ross Field, Arcadia, Calif., May 15.

During the past week 40 flights were made in observation balloons for a total of 51 hours and 24 minutes, or 65 hours and 36 minutes man hours. The Blimp was flown for a total of six hours and 45 minutes.

Work on the twin steel hangars is progressing very satisfactorily and they should be completed in the near future.

Ross Field, Arcadia, Calif., May 15. (Cont'd)

Captain and Mrs. D.B.Howard, A.S., left this post May 10th enroute to Washington, D.C., their new station.

Lieutenants York and McGraw, accompanied by their families, left San Francisco on May 15th enroute for the Philippine Islands, where they will be stationed with the 17th and 27th Balloon Companies.

Mrs. T.A.Baldwin entertained at Bridge Wednesday afternoon, May 10th. Prizes were awarded for each table, as well as a consolation prize for the low score. Mrs. Baldwin left the post the following day on an extended visit in the East, planning to be absent until the end of June when she will return accompanied by her daughter Betty, who will spend her vacation on the post.

First Sergeant Louis Jason, Air Service, was placed on the retired list at this post on May 12th, and the provisional battalion was paraded in honor of the event. The Commanding Officer commended Sergeant Jason on his long and excellent service, and extended the best wishes of the entire command to accompany him in civil life.

March Field, Riverside, Calif., May 6.

The chief activity at March Field is the preparation of property for shipment. All planes are being ferried when practicable. Captains Lowell Smith, A.W.Smith, A.F.Herold, Lieutenants Goldsborough, Benton, Liggett and Maxwell, and Staff Sergeants Fowler, Andert and Guile were recent visitors from Crissy Field. They ferried back five JN6H's for use in training Organized Reserves at Crissy.

Another ferrying party from Mather Field took back six JN6H's for a similar purpose. The visiting pilots were Captain F.I.Eglin, Commanding Officer at Mather; Lieutenants R.L.Maughan, A.E.Waller, E.B.Bayley, H.C.Minter, C.H. Myers, G.A.McHenry, W.S.Sullivan, N.R.Laughinghouse and Ned Schramm; Staff Sergeant Fowler and Corporal Larsen.

Many of the visitors were formerly stationed at March Field, and expressed regret at the prospect of the Field closing.

With more apologies to Ring W. Lardner.

Friend Gus -

Yrs of the 23d inst to hand & contents noted & please be advised thats the way they begin letters in the Army Gus when they want to tell some guy to mind their own business or something. I dont mean to tell you to mind your own business Gus but dont show none of my letters to Isidore McNally or none of them other wise birds down to Am. legion hqrs like you did the last 1 & all this McNally knows about the air service is what he learned aviating on the So. end of a shovle at Kelly field in 1918. I guess I knew a thing or 2 O.K. when I joined the 19th Pursuit sqdn & the recruiting sargent from Fort MacArthur says well I guess you know your own mind such as it is. He was sore you see Gus because I wouldnt join the coast artilery & he says of course you are awair of the fact that airplanes will be barred in future wars on acct of the danger to navel vessels & what country would be a sucker enough to risk a lot of expensive dred O's against a bunch of cheap airoplanes which was libble to take & drop death bombs or something & put the war on the bum right then and there & all as the enemies navey could do would be to get out an injunc<sup>shun</sup> & have the airoplanes diskalified or something. Be reasonable he says live and let live join the coast artilery. But I says well I guess you dont understand Im going to join a persoot squadron & the enemies navey wouldnt have no kick comeing because the worse a persoot sqdn could do vs a 1st class navey would be to chase it arround a little & no harm done providing everybody stays down stairs & dont stick their head out of a window & he says O go chase yourself. Is that so I says sarcastick hey Gus. So after I dusted myself off a little I came over to these recruitin partys from the 19th squadren & I guess I told you last wk how I sermounted all obstakles placed in my way & became a member of the 19th sqdn which has nothing but aces Gus & men of good charakter and meckanikle abilitys & this bird McNally was only in the Air service dureing the war & on acct of the excitement & so 4th nobody could of got wise that he was around & further & more what with all the dust storms & the etc at Kelly Field anything was libble to blow in there & no questions asked. A guy there wich he has the next bunk to me told me all about how everything got mixed up at Kelly field dureing a big wind & as for instants 1 outfit would come out 6 mules, 2 Mexicans & 4 pilots ahead & whereas the

With more apologies to Ring W. Lardner (Cont'd)

next outfit might be shy a couple of tents 2 keewees 1 stove & 6teen privates but the next storm would be libe to ekwalize everything & all would be Jake & so 4th. This bird telks me that even at present Gus theres a lot of guys at Kelly field no 1 can acct. for.

Well Gus I suppose you will be wondering what I & the rest of the sqdn have been doing all this wk & as far as my dutys is concerned the less said the better what with this bird Smith the personal adjutant & the 1st sargent & 1 thing in another & if a fellow would be a regular wizzard he would got to do this in that the 1st wk or 2 no kick Gus but here just now along comes this 1st sargent Kraft unable to smile from birth Gus & he says writing hey how about them potatoes you had a date with and get to h--l over to the kitchen before they transfer you to Ellington field & give you a stedy job writeing their weakly news letters & I said is that so but he didnt hear me the big Rummy.

Hastily.

Ed.

Camp Nichols, Rizal, P.I., March 25.

Captain F.R.Lafferty and Lieutenant C.M.Leonard made a trip to Kindley Field, Fort Mills, Corregidor Island, by seaplane, for the purpose of inspecting the Kindley Field Branch of the Philippine Air Depot. Lieutenant L.C.Hurd and Captain G.E.Dillard, Cavalry, made a trip to Clark Field, Camp Stotsenburg, Pampanga, P.I., by air route, for the purpose of supervising the assembly of DH4B's being constructed at the Clark Field Branch, Philippine Air Depot, by a detail from the 11th Air Park and Headquarters Detachment, 4th Group(Observation), of this station.

Lieutenant Cyrus Bettis and Willis R. Taylor and about ten (10) enlisted men from this station returned yesterday on the United States Transport "Merritt" from a two weeks trip to the Southern Islands. An excellent field was located at Jolo. A drive over this field in a Dodge touring car revealed the presence of a smoth hard surface, suitable for the making of an excellent landing field. This field was a Cavalry drill ground when a large American Garrison was stationed at Jolo, Sulu province. It is about one thousand (1000) yards long, by about two hundred (200) yards wide. Landing fields between Manila and Sulu are few, and if this route is established, there will have to be several emergency landing fields which will need to be cleared and levelled. The only field now available is an excellent beach at Tañloban, approximately forty (40) yards wide, which is probably the best among several beaches and emergency fields along this route. Major B.Q.Jones, Department Air Officer, was a member of the party. On board were several officers and their families from Camp Stotsenburg, Pampanga, and from the Garrison at Manila. The trip was a huge success from every standpoint. The places visited were the most important barrios, the ship laying over from twelve to fifty-six hours, giving all ample time to see the sights, look for landing fields and spend their loose change. On some occassions, the party had to make trips into the interior of the island as far as a hundred and five kilometers from the coast in order to examine the contour of the country further inland, and, if possible, to locate fields.

Lieutenant Henry Buchanan, United States Navy, spent several days at the post as the guest of Captain and Mrs. Lafferty.

Lieutenant Taylor brought back a collection of spears and a parrot from the southern islands trip. Captain J.I.Moore, A.S., of Clark Field, was an over-night visitor at the post recently. Formal parade is being held three times a week now, and the Air Service Officers are becoming acquainted with their newly purchased sabers. Field inspection is being held with frequency at this station.

Clark Field, Pampanga, P.I., March 28.

Many pleasant hours are spent by the officers of the post and their wives in horseback riding to various points of interest near Stotsenburg. The mountain trails disclose many beautiful canyons and gulches, covered with a carpet of moss and ferns, and overgrown with tall and stately native mahogany trees which rear their heads a hundred feet or more above the surrounding vegetation. The trails lead thru dense undergrowths of palms, bananas and bamboo, which are impenetrable.

Soldiers of this command were successful in bringing home the bacon last week in the shape of a wild hog, the hunting for which is very good at this season of the

Clark Field, Pampanga, P.I., March 28 (Cont'd)

year. Diminutive Negrito guides were secured, who followed the trails thru the tall cogon grass with their mongrel dogs and ran the game into the clear, where the hunters were stationed with rifles. At one time ten hogs were surprised by the dogs, but in the ensuing scuffle, after the smoke of battle had cleared away, but one lone hog was found to be hors de combat. No one will probably ever know who slayed the boar, as each and every soldier claimed the honor. One deer was also seen, but it got away with a whole skin.

The Commanding Officer, Major A.H. Gilkeson and his Adjutant 1st. Lieut. G.W. Pardy, left for Camp John Hay, Mountain Province, Gaguio, on Monday last, for a two weeks' vacation in the mountains. Golfing, tennis, hunting and side trips to the Igorrote country will be indulged in. In their absence, Captain L.N. Keesling and 1st. Lieut. E.H. Guilford will serve as Commanding Officer and Adjutant, respectively.

Lieutenant H.I. Riley was defeated by Captain Campbell, Field Artillery in the finals for the singles tennis championship of the post.

Kindley Field, Fort Mills, P.I., March 27.

Major General Wright and Staff inspected the troops and various departments at Kindley Field on March 22nd.

The Commanding Officer made an inspection of all organizations, all departments and Balloon Activities on March 25th

The weather being suitable, there was considerable flying done during the week, most of it was transformation instruction, and a few cross country flights to Manila.

No unusual maneuvering was carried out by the 17th Balloon Company during this period. Regular and frequent aerial flights were made however, by both the commissioned and enlisted personnel on flying status.

27th Balloon Co. (C.D.)

Usual balloon operations were carried on by the 27th Balloon Company, with practice observations for enlisted men in course of training as observers and practical technical instruction in the different departments covering proper manipulation, etc., of the balloon.

Kelly Field, San Antonio, Texas, May 6.

Several interesting cross-country flights have been made during the past week. Capt. McDaniel, C.O. of the 26th Squadron, made a trip to Waco, landing on top of the hill in the center of Rich Field. The rest of the field had been under water from the recent flood in those parts, and too soft for a De H. to taxi over. The Captain, on the return trip, flew most of the way in heavy rain, finally making a successful landing at Kelly Field on a very wet and muddy field.

Lieut. James H. Doolittle, of the 90th Squadron, made a fuel consumption test flight to Sanderson and return. The ship was designed and reconstructed by the Engineering Department of the 90th for extended cross-country trips. Lieut. Doolittle carried, in addition to the regular cross-country equipment installed in the fuselage, tools and materials for use at the border station. The flight was in every way a success, flying five hours and fifty minutes on the main tank and ten minutes on the reserve, a total flying time of six hours. The oil capacity of twenty gallons is sufficient for flights of even greater duration.

Due to the excitement created by the record breaking flight to the west coast, of Lieuts. Doolittle and Andrews, the fact that the 90th has changed K.O's was almost overlooked. Lieut. E.V. Harbeck, who has since August, 1920, led Flight A, while on the border, and the entire squadron thru a period of success, etc., has obtained a leave of three months and 12 days, and is leaving about the first of June. Capt. Walcott P. Hayes, formerly of the Bombardment Group, has been assigned to the Squadron and assumed command on joining.

On Friday morning ten planes left Kelly Field for Ellington Field to attend the anniversary of the organization of the Pursuit Group. A big ball game is scheduled between the two fields.

Major Paul Bock has been detailed Operations Officer of the 2nd. Group, while awaiting permanent orders. Major Bock completed the bombardment course with the last class.

Kelly Field, San Antonio, Texas, May 6 (Cont'd)

A thirty-day leave has been granted Lieut. Max Schneider, the C.O. of the 1st. Wing Headquarters Detachment and Wing Communications Officer. Lieut. Harlan T. McCormick will take over the Detachment and Lieut. D.J. Canfield will handle the Communications.

On Thursday, May 4th, five planes very successfully carried out infantry liaison problems with the 2nd Division. All panels were picked up, requests from the ground carried out promptly and reports successfully dropped at Division Headquarters. These problems are preliminary to the Division maneuvers which will take place in the near future.

Lieut. D.H. Dunton has been detailed to collect and compile data for the Airway Section between Kelly Field and Del Rio. The heavy rains in the past week, however, made it impossible to get off.

June 23, 1922.

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

FOR RELEASE, June 24, 1922.

/// THE RECORD FLIGHT OF LIEUTENANTS DOOLITTLE AND ANDREWS FROM KELLY FIELD, SAN ANTONIO, TEXAS, TO THE PACIFIC COAST.

The following account of the fast airplane flight of Lieuts. Doolittle and Andrews from Kelly Field to the Pacific Coast is given by the Kelly Field Correspondent of the NEWS LETTER:

"Lieutenants J.H. Doolittle and L.S. Andrews landed at Kelly Field at 7:40 p.m., May 13, 1922, after their record-breaking cross country to Crissy Field, adding another star to the glowing firmament of achievements of the 90th Squadron. This narrative, the facts of which were obtained from Lieut. Doolittle's official report to the Chief of Air Service, will strive to present the salient facts of the trip and to correct some impressions appearing in certain newspapers under date of May 14th.

Lieutenants Doolittle and Andrews left Kelly Field at 5:25 a.m., our time May 4th. The trip was made in a DH4B, altered by the 90th Squadron, Engineering Department, under Lieut. Doolittle's direction, with a 130-gallon main gas tank and 18-gallon oil tank, complete dual control and instruments, and the compartmented rear fuselage packed with DH and Liberty parts for nearly any contingency that could arise. The new Handley-Page wheels were used. Trials had proven the ship for six hours' continuous flying time.

A few minutes out of this field a heavy fog was encountered. They climbed over this bank, which was about 2,000 feet thick, and at 3,500 feet encountered another bank. Flying compass course between these two stratas, they emerged ten miles south of Sanderson, between 225 and 250 miles from the start. In the official report Lieut. Doolittle who flew this leg of the trip, speaking of the ten miles deflection of flight, states it was "due either to poor flying or magnetic deflection". We ask you, gentle reader, ain't that rich? Ye who feel capable of flying 250 miles in fog with varying winds, no drift indicators, and emerging therefrom LESS than ten miles from the objective, step one pace to the front and receive the diamond studded tail skid.

Twenty minutes were lost at El Paso for servicing, and forty minutes at Nogales. From the time that they left the fog at Sanderson through to Rockwell Field the country seemed enveloped in a light haze, which tended to blur objects on the horizon and render difficult the identification thereof. The total time elapsed between Kelly Field and Rockwell Field was thirteen hours and thirty minutes, twelve hours and thirty minutes of which was actual flying time. This constitutes a record flight between the two fields.

The trip from Rockwell to Crissy was made leisurely up the valley, with stops at Los Angeles, Taft and Bakersfield. Several wind and rain storms were encountered between Bakersfield and Crissy Field. The flying time between Rockwell and Crissy Fields was five hours and fifteen minutes. With the exception of twenty gallons of gas at Los Angeles, no fuel was taken on during this leg.

At 1:15 p.m., May 10th, the homeward flight was started from Crissy Field, and the hop to Rockwell was made down the coast line in three hours and ten minutes. At Rockwell it was found necessary to re-rig the ship, all flying and landing wires having been badly stretched by the storm flown through between Bakersfield and San Francisco and the bumpy weather down the coast.

On the morning of May 12th the flight was resumed, a landing being made at Nogales for servicing, thence to El Paso, where the night was spent. At 1:20 p.m., May 13th, Mountain Time, the start for Kelly was made. At Marfa, Texas, incipient rain storms and clouds were met, which gradually increased in violence. The center of disturbance was met about 100 miles from San Antonio and, not being able to circle the storm center, they dropped to 200 feet and fought through it. Twenty miles from Kelly the storm lightened, and abated entirely about ten miles out.

The landing was made at dusk on a dry field, total flying time 34 hours and 35 minutes.

What is even more remarkable than the excellent time made, even than the quality of flying and navigation demonstrated by both pilots, was the performance of the DH plane and Liberty motor. The only repair made was the changing of an intake valve spring at Rockwell and the cleaning of the oil pump screen at Crissy Field. The log shows no unfavorable comment on the motor or plane performance at any time, although it does show the utmost care and thought in proper care of plane and motor. At every stop the ship was not only serviced but thoroughly inspected, distributors cleaned, and in several cases the oil was drained.

Log of motor performance gives the following averages for the trip; RPM 1500, air speed 100 miles per hour, oil pressure 25 to 35 pounds, air pressure 3 to 3½ pounds, motor temperature 80 degrees Centigrade.

Lieut. Doolittle is warm in his appreciation of the courtesy shown him by officers and civilians at all fields at which stops were made. He states that it was due mainly to their enthusiastic co-operation that the trip became the success that it did.

It is regretted that the space in this letter does not permit the insertion of Lieut. Doolittle's log in its entirety. Complete in every detail with nothing left to imagination, it is yet a brief, concise, compilation of facts. His observation included many important points which will be of great assistance in determining the future of aviation in the Southwest. Although we know that we should conventionally congratulate Lieuts. Doolittle and Andrews upon the successful outcome of their trip, we feel impelled to first congratulate the 90th Squadron for their possession of these two officers. Their services here and on the Mexican Border, and those of men of like calibre, have made the 90th Attack Squadron and the 3rd Attack Group what they are today. Captain Hayes, the Squadron Commander, desires to take this opportunity of thanking those who were able to render any assistance to the pilots for their uniform courtesy and spirit of helpfulness, which aided inestimably in the successful performance of this flight. In passing we don't mind letting the world know that we admit having the best Engineering Department in the Air Service."

AIR SERVICE ACTIVITIES IN 5th CORPS AREA

With commissioned personnel assigned and attached to 28 of the Air Service units of the 5th and 15th Army Corps, work is now going forward upon the placing of the individual officers in flights and in jobs in line with their previous experience, and in the procurement of enlisted men for the different organizations.

Authority has been received from the Fifth Corps Area covering the sending of 600 officers and 300 enlisted men to the Summer Training Camp at Camp Knox, Ky., between July 15th and 30th. Of this number the Air Service quota will be approximately 60 officers and 30 enlisted men, and special efforts are being made to have this list include representatives from each unit organized at present.

Major Henry J.F. Miller, Air Service, who has been placed in charge of Air Service reserve activities in the 5th Corps Area, states that the value of having the Air Service quota a representative gathering is obvious, that if we can get two officers and one enlisted man from each individual organization to attend the Training Camp, then have them attached to Godman Field for training, with the opportunity to get what they all want - "a chance to take the air again" - and some work in shooting trouble on the dead line, a good start will have been made toward the achievement of the ultimate aim of the Organized Reserves - yearly training as a unit with full strength in commissioned and enlisted personnel.

RESERVE OFFICERS RECEIVE INSTRUCTION AT MITCHEL FIELD

Twelve reserve officers reported at Mitchel Field, L.I., New York, in a body on Saturday, May 13th, for flying and for instruction in installation of radio equipment on airplanes. Major Harrison H.C. Richards, Air Service, on duty with the Reserve, was in charge of the party. All of these officers were given flights, which took up largely refresher flying instruction and practice landings. To date, no reserve officer who reported at this station with proper



credentials, authorizing participation in aerial flights, has been refused an airplane.

The Army pilots charged with the duty of giving this refresher instruction to the many reserve officers reporting at Mitchel Field report that these officers get back into shape very rapidly.

### THE AIR SERVICE MECHANICS SCHOOL

At the present time there are 550 students undergoing the various courses of instruction at the Air Service Mechanics School at Chanute Field, Rantoul, Ill. This leaves an approximate number of 110 men awaiting instruction. These men will be entered within six weeks. The entrance of this number of men will exhaust the last of the men enlisted in the recruiting drive some six months ago. There are now sixteen courses of instruction in active operation.

### FLYING DEMONSTRATION AT CHANUTE FIELD

The Air Service Mechanics School at Chanute Field, Rantoul, Ill., was visited on May 19th by a delegation of citizens from Coles County, Ill., headed by Mr. Mack Sparks of Mattoon. The delegation assembled at Mattoon, which is 70 miles south of Rantoul, and proceeded to that place by automobile. They assembled at the Business Men's Club at Rantoul where they were joined by a number of Rantoul business men, and were met by a reception committee from Chanute Field, consisting of Major F. L. Martin and 1st Lieutenants Frank M. Paul, James Flannery and Russell R. Fox, who conducted them to the field. Upon their arrival, the delegation, which numbered 120 people, were divided into small parties under the direction of an officer, noncommissioned officer or civilian instructor, and were conducted on a tour through the field. Dinner was served at 1:00 p.m. at the Consolidated Mess Hall.

A flying program was given by the pilots of the field at 2:00 p.m., consisting of the following maneuvers: A parade of all types of airplanes on the field. Each machine was taxied past the guests and its characteristics explained before it took the air. There were six types of planes represented in this parade, - Fokker, SE5, Thomas Morse MB-3, Spad 13, DH4B and Curtiss JN6H. The planes circled the field several times, coming down low as they passed the guests.

The next event was a race around the flying field between all types of ships. The MB-3 finished its course (24 miles in length) and landed in time for its pilot, 1st Lieut. Warren R. Carter, to smoke a quiet cigarette before the other entries came lumbering in.

A bombing exhibition was next given, in which two DH4B's, piloted by 1st Lieutenants R.R. Fox and A.G. Hamilton, bombed an imaginary column of troops. The column was then strafed by a ground-attack airplane, piloted by 1st Lieut. James S. Eldredge, with 1st Lieut. Owen E. Spruance, Director of the Course for Armorers, as gunner. Much disorder was created among the troops.

The final event was the seven-ship formation of DH4Bs which was attacked by scouts, flown by 1st Lieutenants L.N. Eller and James D. Givens. The rear airplane, piloted by Lieut. W. R. Carter, dropped behind because of motor trouble and was caught by the scouts and shot down. When clear of the formation, a parachute pack, which was attached to the underside of the fuselage of the DH, was released, and contributed very much to the effect. After a series of remarkable sideslips, Lieut. Carter landed his supposedly injured ship.

Much credit is due to the pilots for successfully carrying out this program. The ceiling was too low, about 300 feet, to permit of any parachute jumping, and the major part of the program was carried on in spite of a drizzling rain. At the conclusion of the flying program the weather had cleared somewhat and formal retreat was held. Every effort was made to explain to the visitors the purpose of the Air Service Mechanics School and of the Army Air Service in general, and it is the opinion of the officers of the field that many missionaries for the Air Service were sent back to Southern Illinois.

During the recruiting campaign, which was carried on six months ago, a recruiting office was opened in the town of Mattoon, and approximately 100 men were enlisted from that place. Many of the visitors were the parents of these boys who are now undergoing instruction in the various courses of the School. The parents seemed well pleased with the progress their sons were making.

WRIGHT AERONAUTICAL CORPORATION WELCOMES ALL AIR SERVICE OFFICERS

The Wright Aeronautical Corporation of Paterson, N. J., through Mr. John R. Cautley of the Sales Department, has extended an invitation to all Regular Army Air Service officers, including reserve officers, to visit that city and inspect their factory. Mr. Cautley states that if such officers who may desire to visit the plant will give the Sales Department (Telephone Lambert 6483) sufficient notice in advance of their coming they will be well taken care of.

In the case of Air Service reserve officers, the Wright Aeronautical Corporation has adopted the same rules as to identification as have been promulgated by the Army Air Service with respect to such officers presenting themselves at Air Service flying fields for the purpose of taking flights. The Corporation prefers, however, that reserve officers who are really interested in engines from a military point of view, make their arrangements for visiting the plant through the Commanding Officer of their proper Corps Area, and that they be accompanied to the plant by an Air Service officer of the Regular Establishment on active duty.

JJJ  
REGISTERED PILOTS AND REGISTERED AIRCRAFT

Major R. W. Schroeder, former Army Air Service pilot and now connected with the Underwriters' Laboratories of Chicago, Ill., has forwarded a complete report of all registered pilots and registered aircraft in the United States to date. Major Schroeder states in his letter that as soon as the aviation fraternity become acquainted with the registers they see the merits of the plan and soon ask for registration, this being evidenced by comparing this report with the previous report furnished, and which was published in the Air Service News Letter of February 28th last. Major Schroeder calls attention to the fact that Chicago has the majority of registrants, which is due to the fact that, having personal contact with aviation men in that city, he was able to explain the proposition to them.

In the last report submitted the following additional entries are noted:

PILOTS REGISTER

Classification: Private and Commercial. Landing on land or water.

Certificate No.	1012	-	George B. Post, New York City.
"	"	1013	- James M. Curran, Chicago, Ill. (land only)
"	"	1014	- Harold P. Ayres, Chicago, Ill. (land only)
"	"	1015	- Elmer L. Partridge, Chicago, Ill. (land only)
"	"	1021	- Shirley J. Short, Monmouth, Ill. (land only)
"	"	1022	- Harold W. Tennant, Sioux Falls, S.D. (land only)

Classification: Commercial, landing on land or water.

Certificate No.	1016	-	Walton B. Zeigler, Miami, Fla. (water only)
Not yet issued	1017	-	Clarence A. Schiller, Toronto, Can. (water only)
Certificate No.	1018	-	Charles S. Jones, Garden City, N.Y. (land only)
"	"	1019	- John C. Metzger, Chicago, Ill. (land only)
Not yet issued	1020	-	George (Buck) Weaver, Chicago, Ill. (land and water)

AIRCRAFT REGISTER (For identification only)  
Airplanes (land use only)

<u>Nationality and Registration Mark</u>	<u>Name</u>	<u>Type of Airplane</u>	<u>Use</u>
N-ABCG	Diggins Aviation Co., Chicago, Ill.	Curtiss JN4	Commercial
N-ABCH	Diggins Aviation Co., Chicago, Ill.	Curtiss JN4	Commercial

AIRCRAFT REGISTER (For identification only) (cont'd)  
Airplanes (land use only)

<u>Nationality and Registration Mark</u>	<u>Name</u>	<u>Type of Airplane</u>	<u>Use</u>
N-ABCI	Aero Club of Minneapolis	Curtiss JN4	Pvt. & Com.
N-ABCJ	John C. Metzger, Chicago Ill.	Curtiss JN4	Commercial
N-ABCW	George E. Weaver, Chicago, Ill.	Weaver "Waco"	Commercial

CERTIFICATES OF AIRWORTHINESS

This service has just been made available and several applications are being acted upon. Notice of issued certificates will appear in the next report.

The above registers of aircraft pilots and of aircraft was opened by the Underwriters' Laboratories of Chicago, Ill., in cooperation with the National Aircraft Underwriters' Association. The plan is based upon the provisions of the Convention relating to International Air Navigation agreed upon, subject to certain reservations, by representatives of the Allied and Associated Powers serving on the International Commission of the Peace Conference. The plan very closely follows the Air Regulations of the Canadian Air Board.

PROMOTING THE ESTABLISHMENT OF LANDING FIELDS

The trip recently made by Captain St. Clair Streett, Air Service, on duty in the Airways Section, Office Chief of Air Service, for the purpose of making a general survey of landing field facilities in the eastern and middle west sections of the United States was productive of excellent results and, it is believed, will ultimately result in the establishment of a network of landing fields in these sections of the country which will go a long way in not only extending the field of commercial aviation but also in increasing the element of safety in flying.

In the various localities visited by Captain Streett the various commercial aeronautical concerns, as well as the municipal authorities, aero clubs, chambers of commerce, etc., were made acquainted with the efforts being made by the Army Air Service to encourage the growth of commercial aviation. Captain Streett states that at those places visited where commercial aviation concerns had been actively operating there prevailed a marked enthusiasm for aviation and a willingness to cooperate in any manner possible. It is his contention that it is the duty of every Army pilot to educate the public in the safe and sane usage of the airplane; with the fact that by its use one is enabled to cover long distances in a short space of time; that with the existence of adequate landing fields regular schedules of flight can be maintained without interruption, since with aviation equipment developed to its present degree of efficiency it is very seldom nowadays that it is found necessary to postpone flying on account of unfavorable weather conditions.

Aside from the primary purpose of the trip, that of boosting commercial aviation and securing all available information on landing field facilities, much useful data was obtained which will aid in the preparation of standard maps.

The itinerary of the trip was as follows: Moundsville, West Va.; Columbus, Ohio; Dayton, Ohio; Indianapolis, Ind.; Louisville, Ky.; Camp Knox, Ky.; Kokomo, Ind.; Wabash, Ind.; Lafayette, Ind.; Rantoul, Ill.; Belleville, Ill.; St. Louis, Mo.; Fulton, Mo.; Kansas City, Mo.; Fort Leavenworth, Kansas; Lincoln, Neb.; Omaha, Neb.; Des Moines, Iowa; Cedar Rapids, Iowa; Iowa City, Iowa; Davenport, Iowa; Monmouth, Ill.; Chicago, Ill.; Milwaukee, Wis.; thence back to Dayton, Ohio; Toledo, Ohio; Camp Perry, Ohio; Cleveland, Ohio; Buffalo, N.Y.; Rochester, N.Y.; Syracuse, N.Y.; Utica, N.Y.; Schenectady, N.Y.; Albany, N.Y.; Boston, Mass.; Hartford, Conn.; New York City, Baltimore, Md.; Washington, D.C.

Despite the fact that for five days during the trip between Dayton and Rochester rainy weather prevailed practically the whole time the plane was in the air, the whole trip was accomplished without incident. The plane used was a DH4B, which covered approximately 4,000 miles the entire trip consuming five weeks.

Dr. S.M. Burka, of McCook Field, accompanied Captain Streett on the trip from Dayton to Omaha and return, while Lieut. George W. Goddard was the passenger on the remainder of the journey back to Washington. Photographs were taken of all possible landing places whenever the weather permitted, and sketches were made of all fields visited.

Efforts were made to enlist the interest of the various Chambers of Commerce and civic officials in the matter of the establishment of landing facilities where

### PROMOTING THE ESTABLISHMENT OF LANDING FIELDS CONT'D.

such facilities could be made of value. Data was obtained from commercial aviation operating companies on their past operations and on their plans for the future. A number of cities visited either have adequate landing facilities or contemplate the immediate establishment of same, viz; Louisville, Columbus, Kokomo, Wabash, St. Louis, Fulton, Kansas City, Lincoln, Omaha, Des Moines, Davenport, Monmouth, Chicago, Milwaukee, Buffalo, Rochester, Utica, Schenectady, Albany, Boston, Hartford and Baltimore. At the present time facilities are available at all of these cities where landings can be effected, and at every one of these cities the Chamber of Commerce and civic officials, as well as commercial aeronautical firms, invite army and civilian pilots to use their facilities. Detailed information with regard to the landing facilities at the above mentioned localities can be obtained from the Airways Section, Office Chief of Air Service, Washington, D.C.

### FLYING OVER THE WILDS OF THE PHILIPPINES. ✓

The routine of daily flying about the airdrome at Clark Field, Pampanga, P.I., was pleasantly broken by several flights to Mount Pinatuba for the purpose of searching for a party of Cavalry and Medical officers who made an attempt to scale the peak, which rises some 7,000 feet above sea level. The party desired daily flights for the purpose of picking up their signals in case they met with a mishap. Fortunately, it was not necessary to display any signals, and the flights were without incident.

An airplane trip over and around the mountain readily discloses the almost impenetrable nature of the terrain to be traversed. Surrounded by low lying mountains covered with dense jungle growth and cut by frequent canyons and ravines, the approach to Pinatuba's base is enough to dishearten all but the sturdiest. Flying low over the jungles one sees occasional clusters of little thatched huts of the Negrito tribes, uncivilized but harmless negro members of a pigmy race, said to be the aborigines of these islands. Climbing higher to clear the tops of nearby mountains, one cannot but marvel at the beauty of the scene below. Wonderful tropical vegetation, of a luxuriant green, covers every nook and crag. Even the canyon walls are overgrown with foliage; ferns, airplants, and clinging vines form a beautiful covering to hide the natural baldness of the cliffs. Rising to the peak and circling about it one finds the last five hundred feet rising almost sheer. No possible foothold can be discerned from the air. The sides are so steep that only wild cogen grass, vines and a few shrubs find enough foothold to make their position strong enough to withstand the occasional tropical typhoons which rage about them. Perhaps the most curious sight of all are two streams whose source in each case appears to be a spring almost at the top of the mountain, one on each side. These mountain brooks rush down Pinatuba's sides, collecting the flow of other springs, and of occasional rains, and eventually become small rivers which, as they emerge from the mountain to flow peacefully through the plains to the China Sea, are oft times diverted to emerge the red-pantalooned farmer's rice patch.

Pinatuba is seldom seen without her crown of mist. The whole sky may be cloudless, yet around her brows she loves to entwine a wisp of silvery vapor, gleaming in the sunshine like a circlet of finely wrought jewels. As one flies over the peak, then "cutting the gun" to coast for hundreds of feet down her side, the thrill experienced can never be forgotten, but if the motor should cut out, forcing a landing to be made in the jungle treetops, well, that's different. A seven-day fight through a tangle of tropical undergrowth would be the least of the difficulties encountered.

### GEORGIA TECH STUDENTS PREPARING FOR SUMMER CAMP.

The Advanced Course students of the Air Service unit at the Georgia School of Technology, Atlanta, Ga., are busily preparing for camp this summer to be held at the Montgomery Air Intermediate Depot, Montgomery, Ala., where they will experience many of those long wished for flights. Most of them, however, have had the thrill of a first flight sometime ago at Americus, Ga. The Freshmen and Sophomores who were selected for the camp are more than pleased at the prospect of going to camp at a flying field instead of an Infantry camp, as was first thought. These students are now undergoing the vaccination and inoculation treatments, in order that same will not be a hindrance after the camp starts.

Captain Trunk, of the Montgomery Air Intermediate Depot, was in Atlanta recently where, in conference with Major Claggett, Air Officer of the Fourth Corps

GEORGIA TECH STUDENTS PREPARING FOR SUMMER CAMP (CONT'D)

Area, and Lieut. R.E. Davidson, Officer in Charge of the Air Service Unit at Georgia Tech, the schedule of training for the summer camp was prepared.

Lieutenant Davidson will leave soon for Montgomery to help in the preparations for the summer camp.

GENERAL PATRICK'S VISIT TO CARLSTROM FIELD.

Two planes were flown to Miami on Saturday, May 18th, to bring back Major General Mason M. Patrick and Major H.A. Dargue to Carlstrom Field. As the last two DeHavillands had left for Montgomery two days before, it was necessary to make the trip to Miami in Hissos. Major Royce and Lieut. Corkille left on Saturday morning and arrived in Miami at noon, having gassed at LaBelle. General Patrick arrived about noon, and was entertained by Mr. Sewall, President of the Miami Chamber of Commerce, who showed him all the sights of Miami and Miami Beach. Chapman Field was inspected and an elaborate luncheon was served at Mr. Sewall's home. At four o'clock the party arrived at the flying field, and preparations were made for the flight across the Glades. Lieut. Corkille was scheduled to pilot General Patrick, but at the very last moment, while starting his ship, was hit by a propeller and, although not seriously injured, was rendered extremely faint, so Major Dargue piloted the General and Major Royce brought Lieut. Corkille back.

A stop was made for gas at LaBelle, where another ship and a mechanic with gas was awaiting the party. From LaBelle on most of the trip was made through a rain storm which got quite heavy as the field was neared. During his stay at Carlstrom General Patrick was the guest of Major and Mrs. Royce and enjoyed the meals at the Officers' Club. Early Monday morning the General inspected their morning instruction. Following this he received a committee of business men from Arcadia, making arrangements for a larger meeting to follow the next morning. He then made a trip by air to Dorr Field and from there to Arcadia and Nocatee and back to Carlstrom, piloted by Major Royce. The afternoon was spent in a thorough inspection of all the shops and barracks and mess halls, followed by a visit to several of the largest orange groves in the vicinity of Arcadia.

General Patrick addressed the business men of the city of Arcadia on Tuesday morning and explained to them the various reasons for moving the field. He then left by plane for Jacksonville at twelve o'clock, Lieut. Haddon and Sergeant Winston flying the accompanying plane. Stop was made for gas at Sanford and the planes then flew to Daytona, making the trip from there to Jacksonville at about 200 feet altitude. Two DH's from Montgomery were awaiting the General at Camp Johnson.

OPERATION OF THE MODEL AIRWAY

Plans have been perfected for a schedule of flying along skeleton lines on the Model Airway, embracing the following terminal stations; McCook Field, Dayton, Ohio; Langin Field, Moundsville, West Va.; Langley Field, Hampton, Va.; Bolling Field, Anacostia, D.C.; and Mitchel Field, L.I., New York. This schedule has been inaugurated with the purpose in view of having regular flying over the route each day. The schedule to start with provides for a plane from one of the terminals to cross the mountains each day. Planes will be flown without mechanics, in order that personnel or packages may be transported to various destinations along the Model Airway.

During these flights a study will be made of the weather conditions prevailing along the various routes of this airway at different periods of the year. Various navigation instruments are now being developed at the Engineering Division. McCook Field, Dayton, Ohio, will be installed in the planes scheduled to make regular flights, in order that thorough tests of same may be made.

The flights arranged by this schedule shall start at 9 a.m., 12 noon, and 3 p.m., as noted below. In this way ample time is allowed for the average time of flight required between points, and for servicing the planes incident thereto. The schedule is as follows:

	HOME STATION	LEAVE 9 A.M.	LEAVE 12 NOON	LEAVE 3 P.M.	DESTINATION
Monday	McCook	McCook	Langin	Bolling	Langley Field
Tuesday	McCook	Langley	Bolling	Langin	McCook Field
Wednesday	Mitchel	Mitchel	Bolling	Langin	McCook Field
Thursday	Mitchel	McCook	Langin	Bolling	Mitchel Field
Friday	Langley	Langley	Bolling	Langin	McCook Field
Saturday	Langley	McCook	Langin	Bolling	Langley Field

## OPERATION OF THE MODEL AIRWAY (CONT'D.)

A more elaborate schedule providing for communication in both directions between points on the Model Airway each day is contemplated after a trial is made of the abbreviated schedule given above. Later on it is hoped to have radio communication to the planes, the ultimate object being a regular schedule of night flying.

### /// FLYING THROUGH A HAIL STORM. ✓

Major Leo G. Heffernan, Commanding Officer of the 3rd Group (Attack), stationed at Kelly Field, San Antonio, Texas, recently made a cross-country flight to El Paso, Texas, which turned out to be a rather rough ride before its conclusion. The first start, in the Major's own ship, resulted in a forced landing near Donley, Texas, about thirty minutes out. The ship was damaged to such an extent that the return was made by train and the ship brought in by trucks from the 13th Squadron. The Major again took off in a 26th Squadron ship, with Sergeant Turner as passenger, and a compass course was laid from Sabinal. Later the compass failed and the remainder of the journey was flown by land marks. On the return trip severe hail, rain and wind storms were encountered at various stages of the journey. The hail was so large and thrown back with such violence that Major Heffernan's face was skinned and cut painfully.

### FLYING TRAINING NEARING COMPLETION AT CARLSTROM FIELD.

Flying training is nearing completion at Carlstrom Field, Arcadia, Fla., and the present class of officers and flying cadets will be graduated early in June. This class of January 1st will be the last class to receive primary training in Florida. Out of a class of seventy-nine, three have been graduated (Refreshers), twenty-six have been disqualified by the faculty board, twenty-nine have completed flying training and twenty-seven are still under instruction. These twenty-seven will complete their training within the next two weeks.

### /// A CHAIN OF AIR ROUTES ACROSS THE UNITED STATES. ✓

The latest project of the Airways Section, Office Chief of Air Service, is the formulation of a plan for the thorough investigation of practically 90% of the proposed Airway System of the United States. Letters of instructions have already been sent out to the various Army Air Service flying fields, designating certain routes over which pilots from those fields should fly. Upon the completion of the initial investigation of the routes tentatively selected, and after a decision is reached as to the most advisable routes to fly over, the Army Air Service contemplates making arrangements for the inauguration of a regular bi-weekly airplane patrol over these routes, to enable pilots of the various fields to ascertain from time to time the condition of landing field facilities in the district allotted to them.

Pilots will be required to promptly report any field previously selected which has since been plowed up or otherwise rendered unsuitable for landing.

The object of establishing a system of air routes across the continent is to enable the Army Air Service to plan cross country flights of a special nature, such as maneuvers, etc.

The establishment of this transcontinental airway system should prove of material aid to commercial flying and stimulate long-distance flights. Flights across the United States will not be of such a rare occurrence as at present, and it is possible, in view of the great saving of time, such flights will become popular, since they will curtail a journey of at least five days by train to two days at the most.

## AERONAUTICAL NEWS FROM OTHER COUNTRIES.

### England.

The London "Evening News" gives an account of the successful trial flight recently of the Vickers "Vulcan" airplane. This machine has been bought by the Instone Air Line, London. Eight people are carried in a luxurious cabin, the roof of which can only be reached by a tall man standing with his arm outstretched. Wonderfully comfortable red leather seats are fitted, and these are made to fold up flush with the sides so that all the room can be used for cargo. The pilot sits

## AERONAUTICAL NEWS FROM OTHER COUNTRIES (Cont'd)

### England.

right up in the nose of the plane, whence he can obtain a clear view, so that the risk of a collision in the air is reduced to a minimum. The machine requires very little preliminary run on the "take off" climbs steeply, and lands at very slow speed. It is fitted with a 360 h.p. Rolls-Royce engine and travels at a speed of 100 miles an hour.

The Cunard Company, according to the London "Financial News", have arranged, as from June 1, with the Compagnie Aérienne Française for an airplane service to connect with the arrival and departure of the giant express Cunarders calling at Cherbourg. By using this air service, passengers will save at least five hours in the journey to and from the French capital.

### Australia.

The Australian Controller of Civil Aviation, Colonel H. Brinsmead, has completed a 9,000 mile aerial tour on the "Bristol Tourer" machine provided for his use. The flight, during which thousands of miles of practically unknown country were traversed, ranks as one of the finest flying achievements which has yet been recorded. To carry out the trip by any other vehicle of transport than the airplanes would have been practically impossible. - London Times.

### Norway.

A correspondent of the London Morning Post states that the Norwegian aviator M. Tryggve Gran, who served with the British forces during the Great War, and was a Major in the Royal Air Force, will visit Spitsbergen this summer to look into the possibility of flying to the North Pole. If the exploit is considered practicable the flight is expected to be made next year. M. Gran will be accompanied by several aviators on his tour of investigation.

### France.

A correspondent of the WESTMINSTER GAZETTE of London states that what is claimed to be the world's greatest biplane has just concluded final tests at the Orly airdrome and will shortly begin Trans-European flights. It may be used in an attempt to cross the Atlantic in the late summer. The plane is a Farman construction, having four 400 h.p. motors and a wingspread of over 100 feet. It is further stated that, according to the airman Boussotrot, the well-known pilot of the Goliaths, who will fly the new giant, it will be able to maintain a speed of 100 miles an hour while carrying twenty passengers and luggage, a total load exceeding seven tons. Although designated for passenger service, experts who investigated the machine at the Salon d'Aviation, stated that it would be an ideal weapon for bombarding cities from a great height.

Negotiations have been completed between the Gnome & LeRhone Engine Co. of France and the Bristol Aeroplane Co. of England, whereby the former company receives the sole right to manufacture the "Bristol" Jupiter radial air cooled aero engine in France. The selling rights for this engine in France as well as in other European countries have also been granted to the same concern. The "Bristol" Jupiter and "Bristol" Lucifer are the only air cooled engines that have passed the tests of the British Air Ministry; in addition, their reliability and high quality are well proven. This is perhaps the first occasion on which the manufacturing license of an engine of British design has been acquired by a French firm. - Commerce Reports.

### The Netherlands.

The airplane manufacturing industry in the Netherlands is being extended by the establishment at Rotterdam of a new concern, to be known as the National Aircraft Manufacturing Co. (N.V. Nationale Vliegtuig Industrie). This enterprise is to be financed by Dutch capital exclusively and is to have a new factory built specially for airplane production. - Commerce Reports.

The Fokker Aeroplane Works at Veere, the Netherlands, are now executing an order for 10 "F. III" passenger airplanes, each equipped with a 350 h.p. Rolls-Royce engine. These follow 4 similar machines already constructed and forwarded to Berlin as the equipment for a new airplane service between Königsberg and Moscow, which is being established by the Russo-German Navigation Co. It is announced in

The Netherlands (Cont'd)

the Dutch press that the Soviet Government has already executed a mail carrying contract with the new company.

In the first three months of the current year, 18 flying machines valued at \$84,248 have been exported from the Netherlands, as compared with 7 machines valued at \$45,000 in the corresponding period of 1921. Of the 18 machines exported this year, 10 have gone to Russia, 2 to the Dutch East Indies and 4 to Germany, the destination of the other two not being known. - Commerce Reports.



## SQUADRON NEWS

Ellington Field, Houston, Texas, May 19.

The Group training is proceeding according to schedule, a little ahead of it, in fact. The 3-ship formation having proved highly maneuverable in cross-over and reverse turns in the air, some of the pilots have advanced to the stage of performing combat acrobatics on the ground. Captain Elmendorf and Lieut. McBride have to their credit perfectly coordinated loops and reverses on the ground, MB-3's being used for the demonstration. The near future should witness the celebration of Lieut. McBride's becoming an ace. Captain Tinsley having failed to maintain his regular schedule of crashes, Mac has nobly stepped into the breach and acquired a fourth ship to his credit.

Not to be outdone, Lieutenant Mosher, viewing this brilliant performance from the air, at once landed his SE5 and gave an exhibition of the outside loop as it is done at ground level. A minor derangement of his plane resulted when it became apparent that the soil of our airfield is a more solid substance than he was accustomed to flying in, but we are looking forward to a considerable advance in the art of flying and confidently expect Mose to continue his experimentation.

Lieut. Asp is debating between rebuilding his aerial "ant" and mounting the wings on his car.

Twelve hours of night flying was had at the field during the week, the trusty SE5 being used to walk up the neighborhood during favorable moonlight.

On Wednesday afternoon the weekly officers' ball game took place, the Lieutenants playing the Captains or better, all officers participating in the game at one stage or another. In the sixth inning, the score being 9 to 4 for the Lieutenants, Aldworth, captain of the Lieutenants' team, in order to give his superiors a decent chance, raked in all the non-baseball-playing specimens, with the result that the rank advanced their score to 9. Youth and beauty triumphed, however, to the tune of 12 to 9 in the ninth inning.

Next week it is planned to match the married officers against the bachelors.

Woman's desire, dating probably from the days of Eve's enslavement of Adam, to turn time backward in its flight, has resulted in the loss of sundry heads of hair - or so much thereof as constituted the ensnaring tresses. Now that the fashion has reached its highest, there is likely to be no end of the vandalism until the last of the imitative sex has discovered that there is at least one occasion when she may not exercise the treasured privilege of changing her mind.

Mitchel Field, L.I., New York, May 20, 1922.

Mitchel Field has been fortunate in that \$2,000 has been allotted this station to be spent in making necessary construction to provide a post school building at this station, and for the purchase of school equipment. These funds will be ample, since Warehouse #3 is to be used as the building and the only construction necessary being that of partitions and certain special construction incident to some of the courses given at the school. The remainder will be spent in the purchase of special equipment.

Lieut. J.C. Kennedy, Air Service, who recently reported to this station for duty, after serving the past several months as an Instructor of the National Guard, has been appointed Post School Officer and charged with the duty of pushing preparations for receiving the 36 R.O.T.C. students who will report here from the Massachusetts Institute of Technology on or about June 15, 1922. The schedule has been determined. The officers who will be named as instructors have been decided upon and the only thing that now remains to be done is placing the necessary equipment and supplies in readiness awaiting arrival of these students at this station.

There have recently been received at this station from Fort Hamilton 27 mules. It has not been accurately determined whether these mules came in response to our request for polo ponies. They are being put to good purpose, however, in effecting the necessary hauling incident to the new construction now in progress at this station.

During the past week end the post baseball team played two games with semipro teams from villages surrounding Mitchel Field and won both, which raised the post team's average considerably, five games having <sup>been</sup> won out of seven played. On Saturday, May 20th, the post team shut out the Roosevelt Field team, 5 to 0, and on the following day crossed bats with the West Hempstead, L.I., team and won by a narrow margin 5 to 4. Considerable enthusiasm is now being shown by the members of the command

in baseball, and strong support is being given the post team. In an effort to secure a game for Decoration Day at this station a wire was sent to the Commanding Officer at Langley Field challenging him for a game on that day. Reply was received that May 30th was booked, but that there was an open date for June 5th. Accordingly it was arranged to play the game on that date,

On Wednesday, May 17th, Mitchel Field defeated the strong team of the New York Agricultural Institute by the score of 5 to 4.

Major J.C. McDonnell recently reported at Mitchel Field for temporary duty in connection with the preparations being made for the R.O.T.C. Students' Camp. Major McDonnell is to be Senior Instructor of this camp, which is to begin at Mitchel Field on or about June 19, 1922.

Scott Field, Belleville, Ill., May 22.

The buildings on the field are being repainted. Work on the officers' sets has been finished and the painting of noncommissioned officers' quarters has been started. It is expected that the work of repainting the hangars will be started the end of the coming week.

Tennis courts for the men are being prepared at the south end of the field. The officers' courts are in process of re-grading and leveling. Pending the completion of the permanent courts, temporary grass courts are ready for use on the lawn in front of station hospital.

The U.S.A. Motion Picture Service is running increasingly better bookings for this station. At present there is a slump in the attendance, due no doubt to the fact that the men would rather stay away from the show to enjoy the pleasure of the perfect spring evenings. There are shows in the War Department Theatre each Monday, Wednesday and Friday evenings. On Sunday evening a free movie is shown in connection with a short religious service.

A band has been organized at the post. It is composed of 22 pieces, with a number of beginners taking instruction on various instruments. The band stands retreat in front of Post Headquarters.

The Officers' Club held an informal dancing party on the evening of May 18th, music being furnished by the newly organized post orchestra.

On Saturday, May 20th, Major and Mrs. J.F. Duckworth and Captain and Mrs. R.A. Gibson entertained the officers and ladies of the post, also a number of guests from Belleville, at dinner, following which ten tables of bridge were formed. An informal dance concluded this most delightful affair.

Hqrs. 16th Sqd. (Obs.) Fort Riley, Kansas, May 22.

In spite of many difficulties encountered, progress has been made in the 16th Squadron (Observation) and the 9th Photo Section. In March, everything was running smoothly; recruits were coming in and work at the field, such as building a road and garage for motor transportation, was progressing rapidly. No hangars were available, and the prospects for getting them in the near future were not bright. Two DH4B's were on hand, and four more were under requisition from the Fairfield Air Intermediate Depot. Four tent hangars were salvaged from Camp Funston, and the two planes were sheltered by two of these hangars. Then a playful Kansas zephyr arrived one night, blew down the hangars and wrecked the ships.

In a few days the four planes from Fairfield were ferried in, and particular care was taken to guard these planes from disaster. But we were yet in Kansas. The God of Winds sent us a little twister- completely destroying two ships and as much of our garage as had been constructed.

Reconstruction started immediately. Lumber was salvaged, as was a wing here and a tail there, and as we worked through April and into May we found ourselves in possession of a garage 148 feet by 24 feet and two rebuilt planes. A cinder road, about a quarter of a mile long, was built from the bridge-head to the field (the old Fort Riley Polo Field). Contracts were let in April for three 3-plane steel hangars, and at the present writing preparations for their construction have begun.

An addition is being constructed to the Polo Hut, used as an Operations Office, which will serve as a developing room and office for the 9th Photo Section. At present they operate in the attic of the enlisted men's barracks.

As for training, several contact problems have been flown in connection with the Cavalry School. Landing fields in Kansas have been mapped, and liaison established with the Weather Bureau in Kansas.

Hdqrs. 16th Sqd. (Obs.) Fort Riley, Kansas, May 22. (Cont'd)

The other day Major Tinker piloted Sergeant Fitzgerald for a parachute jump. The day was very windy and cloudy, but the Sergeant made the jump. He was slightly injured as the result of being dragged along the ground.

The Squadron has a knock-out ball team which has entered the Fort Riley League.

March Field, Riverside, Calif., May 13.

Friend Gus:-

I could of wrote you a lot more last wk only for the 1st Sargent buttin in & if it wasent for 1st Sargents Gus the army would be fitt place for gentelmen & a fello would have more time to write letters & the etc & if you hall off and slow him l in the jaw he dont half to waiste any time rapping a chair around your kneck or anything Gus because all as he has to do is reach for the morning report & write fr duty to conf 4-11-44 along the side of your name & you can kiss yourself goodbye for the next few wks, prushen hey Gus.

Well on thursday they told me to go up to the 1/4master for some supplys & I went out & ast some bird who the h--l is the 1/4master & where at & he says I guess youre pretty green O.K. not knowing who the 1/4master is & dont you know that all these bldgs & the etc belong to the 1/4master & he leaves the air service use them & further & more who putts out all the money and the etc to run this place. The Americal people I says. Youre wrong he says the 1/4master, can you beat that Gus. Well this bird tells me the 1/4masters name is captain Halverson not the Halverson you read about in the Sanfrancisco news papers Gus hes only in the air service & dont own any army posts or nothing but in the 1/4mastercore & when you need l thing or another all as you half to do is to go to the 1/4master and ask for it & all he has to do is call for Sargent Supley & he will show you in black & white where not only you cant have it but further & more your libble to be putt in jale for asking for it. Well when I got up to the 1/4master wearhouse this Sargent Supley says we cant give you none of this stuff except the straw berry jam & instead of jam you will half to take a cupple of cases of macarony the Govt being long on macarony & better for the soldiers & all so I goes back & tells Lt. Mellin about it & he says thats another-----force tissue & from the looks of things the 1/4master must own enough macarony which if layed end to end should ought to make a continyous tube from New York city to Mills California & I says wheres that & he says Mayther field is there but you wont find it on any map on acct the mapps was all printed before the bunch went up there from March field & discovered it & I woodent be suprized if capt Egglin got a meddle or something off the nat gieografick socity & his picture in the maggazine with the natives & the etc Mrs Egglin being away on a visit & I seen I was gettin some inside stuff & I sayd did March field explores ever discover any oter Am poseshen or anything & he says Ice Lt Tonkin flew out towards Haywayeh trying to discover Rock well field & although unseccessful the cheef of air service decrated him with a handsome meddle suitable engraved with a pr of water wings on the l side & a 9 min egg on the other side and entitteling the wearer to the rank of jr submareen aiviator & the freedom of the seas. But you cant tell nothing about what these officers putt out Gus because here yesterday major Peabody came along where I was exercizing a raike & I ast him about lt Tonkins meddle. O he says where did you hear that & I says Lt Mellin told me & he says well Lt Mellin is a champeon rassler around here & maybe sometimes hees libble to get careless about what he throws dont be afraid of wearing out that raike he says the 1/4master has another l or 2 & walked off before I could express my thanks.

So there you are Gus with the 1/4master owning the field & champin rasslers & submareen aiviators & l thing vs another what I want to know is Gus where in the h--l I get off at.

Yours

Ed.

Chanute Field, Rantoul, Ill., May 11.

On Wednesday evening May 10, a dinner dance was given at the Officers' Club, which was a tremendous success. This was the first of the summer dances. The decorations were very unique. The ceiling of the Club was a mass of snow balls and the Air Service insignia was woven with lilacs on the back ground of snow balls on the walls. The tables were set in an immense "U" around the dance floor so that everyone could see everybody else and no backs were in evidence. Several members of the R.O.T.C. of the University of Illinois were present as guests.

1st Lieut. Syllas C. Hyndshaw, A.S., who has been assigned to the Air Service Mechanics School for the past three years, has received notice to hold himself in readiness for orders transferring him to Washington, D.C., for temporary duty in the office of the Chief of Air Service; and thence to permanent duty with the Supply Depot at Middletown, Pa.

Among those who recently reported to Chanute Field is numbered, one each Baby boy who made his appearance in excellent condition to the Quarters of 1st Lieut. Bernard T. Castor. The boy is black headed and full of pep, and his arrival has served to make the smile of the well known Adjutant of Chanute Field grow much wider. Mrs. Castor is doing nicely.

Chanute Field, Rantoul, Ill., May 22.

In the past ten days several cross-country trips have been made, as follows:-

Lt. L.N. Eller -SE-5 to Chicago, Illinois  
Major F.L. Martin, Capt. I.J. Gibson - DH-4B to Des Moines, Iowa  
Lt. W.R. Carter, S.S.A. Harvey - DH-4B to Camp Knox, Kentucky  
Lt. J.S. Eldredge, Lt. R.R. Fox - DH-4B to Camp Knox, Kentucky  
Lt. H.E. Wooldridge, Lt. J.W. Shoptaw -DH-4B to Camp Knox, Kentucky  
Lt. A.L. Houston, S.S.J. Jackson - Curtiss JN-6H to Rushville, Ill.  
Lt. Frank M. Paul, Capt. I.J. Gibson - DH-4B to Des Moines, Iowa  
Lt. A.G. Hamilton and H.C. Brandt, DH-4B, each flew to Dayton, Ohio for the purpose of transporting civilian instructors to McCook Field to take refresher courses. The man mileage totaled about 7,100.

France Field, Cristobal, C.Z., May 15.

The U.S. A.F. "Somme" arrived at 5:00 P.M., April 29th, with the 24th and 25th Squadrons on board. The Transport arrived too late in the afternoon to dock and was anchored in quarantine over night. A formation of De H-4's, led by the Commanding Officer, Major Walsh, flew out to meet and welcome the new outfits.

Early Sunday morning, France Field turned out en masse to welcome the new arrivals at the docks. Everything had been carefully planned for the care of the new men. Upon arrival at the Field, they were marched to their new quarters where every thing, including a hot lunch, was ready for them. By two o'clock Sunday afternoon every one was settled and the bay in front of the new quarters was alive with bathers. The following officers arrived with the new squadrons: Major Boots, Capts. Carolin and Farthing, Lieuts. Ladd, Hildreth and Kenney.

Construction at the field continues on a very large scale. The large steel hangar, 100 ft. x 220 ft, for the use of the 8th Air Park, has just been completed. The storage hangar, 100 ft. x 440 ft, for the war reserve material is more than 50% completed. The foundations for the new garage and the two steel hangars for the new squadrons are complete and ready for the steel.

The loss of several of our best baseball players who left on the last transport forced us to forfeit the last few games of the league schedule. We finished the season in fourth place. It is hoped that next season will see us prepared to put up a good fight for first place.

The personnel of the field is busy with garrison schools, and will continue with same through June.

The France Field Pistol Team captured a team cup and the first leg on the series cup from the Balboa Pistol Team. The next shoot will be held in June. If France Field wins, the large series cup will remain the permanent property of the post. The team consists of the following men: Lts. F.P. Albrook, John M. Clark, W.O.H. Billingsly and Private Herb. Two of the teams best shots, Captain Ballantyne and Cpl. Kenney, were unable to be present, but will be on the job next time. There is very little doubt but what the cup will remain at France Field.

France Field, Cristobal, C.Z., May 15. (Cont'd)

Monday night, Pvt. Garage, charge of stables, called Lieut. Clark, Polo Officer, and broke the news that "Peaches", one of our best ponies, had presented the team with a beautiful fifty pound "girl" polo pony. Every one on the field has visited the happy mother and admired the new arrival.

The basket ball situation looks bad this year. All of the old team are leaving on the July transport. The turn out from the new squadrons is anything but promising. Lieut. John P. Roullot, one of the March transport arrivals, deserted the bachelor quarters recently and began dolling up one of the married sets. Naturally, everyone began wondering what it was all about, but Lieut. Roullot, being a very reticent young man, vouchsafed no information that would shed any light on his mysterious preparations. The mystery was cleared up last Sunday morning when Miss McDonald arrived from the States and became Mrs. John P. Roullot a few hours later. Lieut. and Mrs. Roullot will spend their honeymoon in Ecuador.

Four games, of the five-game series between the all star Army Team and the all star Navy Team for the Baseball championship of the Zone, were completed Sunday May 14th. The Army lost all four games. The Navy cleaned up, as usual, and the army will stay at home for the next month or two. It seems a shame that out of ten teams, the army could not pick a team that could beat the small Navy garrison at Coco Solo. The Navy made a clean sweep this year in both the Army and Navy League and the championship series.

Kelly Field, San Antonio, Texas, May 13.

Due to recent orders of the War Department, the Field is about to lose a number of good officers in Lieutenants Blessley and Landers of the Bombardment Group and Lieutenants Borum, DeShields and Goodrich of the Attack Group. They are to remain in Washington for a short period and proceed to Middletown, Pa. for duty.

The Kelly Field Polo team lost a hard played game to the 12th Field Artillery of Camp Travis, at the Camp Travis field, on Sunday, the 14th. We held the Artillerymen to zero the first four chukkers but towards the last their superior horses proved too much of a handicap, the game finishing four green goals to seven red.

On Thursday evening, May 11th, the field witnessed another real "fight night" before a huge crowd of enthusiastic fans. The attendance was honored by the presence of the Corps Area Commander, General Hines and his Staff, also many prominent civilians of San Antonio. The main bout between Joe Garrett of Kelly Field and Mickey Riley of San Antonio was a slug fest of 12 rounds, with Riley a little to the good at the end. The semi-final 6 rounds for the heavy weight championship of Kelly Field, between Tex O'Donnell and Dan Collins, was stopped in the second round due to O'Donnell claiming a foul. Three other events of different weights of four rounds each finished an excellent program.

A parachute jump was made by the 8th Squadron's veteran "Sgt. Steve Brodie", Bottriel on Thursday May 11th. The jump, made from a DH-4B, piloted by Sgt. MacDaniel of the 5th Air Park, was successful in every way. Another successful jump was made by Staff Sgt. Wallace, of the 5th Air Park, on Friday May 12th, 1922. Technical Sgt. MacDaniel piloting the plane.

Saturday, May 6th, 1922, Lieut. Harbeck, of the 90th, with Technical Sergeant Kelly as passenger, left for Dallas on a cross-country flight. They arrived safely at Dallas and reported a very pleasant trip on the way up. Sunday they took off to return but only got as far as Waxahachie and were forced to return to Dallas, due to heavy rains. Between Sunday and Wednesday morning several attempts to get away were made, but they were forced to return each time because of storms. On Wednesday they again took off and got as far as Bartlett, Texas where they were forced to land because of rain. The landing was O.K. and after the storm passed they attempted a take-off but, unfortunately, broke the propeller. A plane has been sent up for the purpose of putting on a new prop, and the ship will then be flown back.

Captain Hayes, new Commanding Officer of the 90th Squadron, with Private Johnson as passenger, left for Sanderson, Texas, via Del Rio, for the purpose of inspecting the border airdromes controlled by the 90th Squadron. A successful flight was made as far as Knippa, Texas, where a forced landing was made because of heavy storms. As soon as it cleared off sufficiently to warrant taking off, the Captain abandoned the trip and returned to Kelly Field.

Kelly Field, San Antonio, Texas, May 13. (Cont'd)

On Wednesday, May 10th, a ball game was played on the post diamond between the officers of the 2nd and 3rd Groups. The trophy was a keg of iced near beer, and after a terrific five inning battle the Bombers threw up the sponge and paid for the beer. After every thirst was quenched the score was found to be 10 to 11 in favor of the attackers.

Mather Field, Mills, Calif., May 15.

With the return of commissioned personnel from leaves and other absences, several changes in duties have occurred; Upon being relieved of command of the Field, when Major Atkinson returned, Captain F.I. Englin, A.S., was detailed as Post Operations Officer, relieving Lieut. E.B. Bayley. Lieutenant F. S. Gullet, who recently came back from a thirty day sick leave, was appointed Assistant to the Officer in Charge of the Reserve Officers Training Camp, to be held here June 15 to July 26. Major H. C. K. Muhlenberg, A.S., now with the University of Washington, will be in charge of the camp and Lieut. Gullet will endeavor to have all preparations completed before the arrival of the camp personnel.

Sergeants Guile and Andert ferried two more JN6H planes here for use in flying training during R.O.T.C. They returned to Crissy Field the same day with Lieutenants Sweeley and Dallas who visited here, via air, on the 8th.

Each week has held some special event to mark its passing, the past week's happening was a Mothers' Day program given at the Service Club. The officers and their families, as well as a large number of enlisted personnel, were present, the program consisting of two beautiful and appropriate readings by Mrs. R. L. Maughan, piano selections by Mrs. G.A. McHenry, and an address by Chaplain T. L. Kelly.

Very much needed work is being done in renovating the Service Club, a special fund having been set aside for placing the club and its appurtenances in proper condition.

Some of the classes in the E. & R. Department have fallen off on account of the discharge of students, but radio classes hold their attendance steadily. Every officer and enlisted man on the Post is interested in wireless each student apparently trying to make the best records possible for themselves and the command as a whole.

During the past three months - February, March and April, 1922 - approximately 21,000 words were sent or received by the Mather Field Radio Station, communicating with Radio Stations at the Air Mail Field, Reno, Nevada, and Crissy Field, Presidio of San Francisco.

Estimating 10 words to the average message, 2,100 messages were handled which figured at the nominal telegraph rate of \$.25 for 10 words, would represent a saving of \$525.00, or \$175.00 per month, as most all messages were for immediate delivery, radio furnishing even a quicker means of communication than land wire telegraphy.

This merely represents the transmittal of messages at Mather Field during a period when there was no special activity going on, such as forest patrol or other operation necessitating a great amount of radio work. In the event of future forest patrol and the operation of SCR-140 Set at Rockwell Field, it is anticipated the radio activities will be greatly extended.

Mrs. Wm. R. Mackinnon, en route to join her husband, 1st Lt. Wm. R. Mackinnon Q.M.C., at Bagio, P.I., was the guest of Lieut. and Mrs. W.R. French, Q.M.C. for two days. Mrs. Mackinnon, with her baby son, has been visiting the families of herself and husband in New York and New Jersey Cities for the past five months.

Rockwell Air Intermediate Depot, Coronado, Calif., May 12.

A number of the officers have been very busy recently fitting up DH4Bs in preparation for cross-country flights to be carried out next week. The planes are being fitted with radio phones and interplane communication, and they are also being equipped with extra large sized wheels.

Sergeants (Cadets) Templeman and Cornell, who arrived here recently from Mather Field, are now on duty helping to ferry planes from March Field to this Depot. Sergeant Ayres, who reported to this station at the same time, is at present confined in the hospital with a mild case of mumps - so everyone says, except "Pop".

The Utility Foreman and his crew are making rapid progress in the erection of an additional storage hangar being built adjoining Warehouse Hand G. This building is to receive the material now coming in from March Field.

Rockwell Air Intermediate Depot, Coronado, Calif., May 12. (Cont'd)

Captain R. Gilpin Ervin, Mrs. Ervin and Mrs. Ervin's mother, Mrs. Nichols arrived Sunday afternoon from Boston and Philadelphia, where Captain and Mrs. Ervin had been visiting for nearly a month.

Sergeant Perry W. Holbrook, Signal Corps, received his discharge this week and has departed by auto with Mrs. Holbrook for their home town, San Francisco.

A number of reserve officers, members of the Air Service Reserve Squadron, in San Diego, have been given hops at this field recently. Lieutenant Van Dusen, Adjutant of the local reserve was the first to have a flight.

Lieut. "Jimmie" Doolittle and Lieut. Andrews stopped here yesterday afternoon and left this morning at 10:30 on their return trip from San Francisco to San Antonio. They were both in good shape and high spirits, and reported a very successful trip so far.

At last the old flying field at Rockwell Field has come into its own. Wednesday afternoon all planes were shoved into the hangars and the doors closed and locked, when out on the dead line dashed a group of horsemen, spurs, gloves, boots and all. Were they D'Artagnan and his followers? No one knew. Round and round they went, circling to the right, then to the left. Commands rang out: "Halt!" "Dismount!" "Mount!" "Walk!" "Trot!" "Gallop!" "Don't carry your weight in the stirrups." "Grip with your knees!" "Stop jerking that horse!" Again they turned and trotted past Headquarters in a cloud of dust. Behold they were Air Service officers, pilots, led by Major FitzGerald and Captain Ervin, all in formation on Arabian monoplanes.

Clark Field, Pampanga, P.I., April 1.

Activities at Clark Field will receive a considerable boost with the arrival of nine Air Service officers, who are a part of the 23 Air Service officers arriving on the transport "Logan", April 4th. Social life will also be enhanced, as six of the officers are married and their wives accompany them.

The Air Service is still a novelty in the islands. Some of the natives, dreaming of a time when they will become leaders of their people, find frequent occasions for applying to the Air Service in the hope of securing a position, thereby enhancing their chances for gaining a reputation. The following copy is a fair sample of the many letters received.

Address on envelope,

"THE STOTSENBERG OF PAMPANGA,  
AIRPLANE, STATIONARY,  
PAMPANGA, P.I."

"The Stotsenburg of Pampanga,

Dear Sir:

I have informed that you are going to decide to establish the Stationary for the Airplane in San Isidro, Pangasinan, and in connection with this object in view you need to appoint some young men to clean the Airplane.

I desire to apply for the position in this line.

Experience and Training, three years clerk in accounting department in my town, Pan Tran Co., at a salary of ₱ 30.00 a month.

I can possess some special business qualifications Stenography and typewriting.

Hoping to receive your favorable reply at an early date, I remain.

Yours respectfully,

Kindley Field, Fort Mills, P.I., April 3.

Flying activities of the 2nd Squadron have been suspended since March 28, due to the breaking down of the wooden extension of the concrete launching ramp. This ramp broke while a seaplane was being hauled in and resulted in damaging the seaplane beyond repair. As soon as material can be obtained, another extension will be constructed.

Kindley Field, Fort Mills, P.I., April 3. (Cont'd)

The seasonal N.E. monsoon winds are changing and the typhoon winds from the S.W. are coming up, the forerunners of the impending typhoon season. When the typhoon winds are blowing, any storm or atmospheric disturbance causing a heavy wind which occurs for miles out in the China Sea, results in heavy swells and rollers in the surf near the airdrome. Frequently, when other conditions are ideal for flying, a seaplane can not be launched in this heavy surf without danger of being damaged.

The work on the new landing field on the "Tail of the Island" is progressing, and it is expected that by the time the rainy season commences it will be ready for use. All pilots will welcome the change from seaplanes to landplanes, for when this field is completed the 2nd Squadron will be equipped with DH-4-B's and the seaplanes will be used for auxiliary purposes.

Major Hanley, Lieutenants Palmer and Burgess made a cross-country flight to Manila on March 28th, where Major Hanley had a conference with the Air Officer.

1st Lieutenant J.A. Smith, due to arrive in this Department on April 4th, has been assigned to 27th Balloon Company (Coast Defense). The following Officers, due to arrive on the same transport, have been assigned to the 2nd Squadron (Observation).

Captain Collar, Lieutenants, Hicks, Lynch, McKinnon, Wilson, Gravely, Gabriel and Owens.

The enlisted personnel of the two balloon companies and the Squadron have been sadly depleted by the failure to receive replacements for the men returned to the States. At present the personnel is barely sufficient to carry on necessary routine duties.

Captain Idwal H. Edwards has returned from an 18 day trip on the "Merritt" to various points on the Southern Islands. This last trip was of an exceptional nature, the transport stopping at eleven points when on its customary trip it stops at Zamboanga only. A board of Officers, of which the Air Officer, Major Byron Q. Jones was a member, looked for prospective landing fields at all places visited. This is the first time a comprehensive attempt has been made to establish a chain of landing fields in the southern islands of the Archipelago.

Orders have been received directing Lieutenant Gray and Bowling, Balloon Officers to report to Langley Field for airship training upon their arrival in the States. These Officers are due to leave this Department on the May transport.

Camp Nichols, Rizal, P.I. April 1.

Recently the activities of the 11th Air Park have spread over the entire Philippine Department. A detail is at Kindley Field, Fort Mills, Corregidor Island recovering and doping wings for the HS2L seaplanes, belonging to the Philippine Air Depot. Another detail is spending a few weeks at Clark Field, setting up DH4B's in storage there, Lieutenants Aldrin, Hurd and Bettis went to Clark Field, via the air route, to test the planes already assembled. These planes are being equipped with all the latest appliances prescribed by the Engineering Department at Dayton, Ohio, and are also to be equipped with floatation gear to enable them to remain afloat in case of a forced landing in the "briny deep". This feature is considered very necessary in the Islands, on account of the large amount of flying done over the sea in conjunction with the Coast Artillery maneuvers. It cannot be expected that the remarkably good luck, which has saved the pilots of land planes flying around here from being ducked in the China Sea, will prevail.

The Bachelors' Mess, Lieutenants Aldrin, Davison and Bettis, were hosts at a series of delightful dinner parties during the past week, their guests being Captain and Mrs. Lafferty, Captain and Mrs. Patterson, Lieutenant and Mrs. Leonard, Mrs. C.C. Russel, Captain and Mrs. Hewitt, formerly of this post, Mrs. Martling and Miss Hamilton.

Mrs. C.M. Leonard gave a delightful tea at 9:30 A.M. Wednesday, those present being Mrs. F.R. Lafferty, Mrs. G.B. Patterson, Mrs. J.E. Stanton, Mrs. W.R. Taylor, and Mrs. L.H. Hurd.

Captain and Mrs. F.R. Lafferty entertained at cards Saturday evening, their guests being Lieutenant J.G. McClendan, U.S. Navy and Mrs. McClendan, and Lieutenant and Mrs. C.M. Leonard.



Carlstrom Field, Arcadia, Fla., May 29.

The Air Service was well represented at Sanford during the Shrine convention. Capt. C.W. Ford and Capt. Candee flew up along with Lieut. Watkins and McLamore. Cross-country flying was given a severe blow a few days ago. All the DH's were flown to Montgomery and all Liberty motor parts shipped. The old reliable Hissos may be the thing for training but a majority of pilots prefer something a little faster for cross-country flying.

Lieutenant Hex McClellan has been granted a thirty day leave and will motor to Culver, Indiana, and thence to Philadelphia. Lieut. McClellan will be accompanied by Mrs. McClellan.

Major J.C. Morrow reported recently to Carlstrom for a refresher course in flying. Major Morrow has been out of the Air Service since the war, and has recently been detailed therein. Major Morrow is one of the oldest Army flyers, having received his primary training at San Diego in 1913 and formerly held a Military Aviator rating.

Major Ralph Royce and family, accompanied by Captain Chas. E. Rust, spent the week-end at Boca Grande. Fishing was the main amusement.

Private Harold G. MacLaughlin, 2nd Lt., A.S.O.R.C., who crashed on Friday, May 19th, died at 5:15 P.M. May 25, 1922, at the Post Hospital, never having regained consciousness after his fall. Private MacLaughlin was a member of the Cadet class at this station, graduating May 8, 1921, and taking his advanced flying at Langley Field during the maneuvers. Funeral services were held Friday afternoon May 26, 1922, the Cadet Detachment and Flying School Detachment attending in a body. Also, most of the officers attended.

The Officers' Club was the scene of a very pretty Sport Dance on the evening of May 26th. A large crowd attended and the usual good time was had by all. Dainty refreshments were served at twelve. Dancing ceased promptly at one o'clock.

Several cars of equipment have been loaded and will soon be traveling towards San Antonio, Texas. Several departments have been closed and all property pertaining thereto has been turned in for either shipment or storage. Although no definite orders have been received, shipping instructions have been received and are being carried out.

Ross Field, Arcadia, Calif., May 22.

Captain D.B. Howard, AS., has just received orders to proceed to Washington, D.C. for duty in the office of the Chief of Air Service. Captain and Mrs. Howard plan to leave the post in a few days.

During the past week Observation Balloons were flown for a total of 51 hours and four minutes; in all 107 and 48 minutes man hours. The BLIMP was flown for a total of 3 hours and 15 minutes, man hours, for the same period.

A mooring block for Lighter-Than-Air craft was installed on the flying field during the past week.

Ross Field, Arcadia, Calif., May 29.

A number of officers and ladies from the post attended a formal dance aboard the U.S.S. "CALIFORNIA", Wednesday evening, May 24th. Admiral Eberle was at the head of the receiving line on the quarter deck. A splendid time was enjoyed by all. The vessel was a vertiable bower of roses, fountains and lights. Two orchestras furnished music.

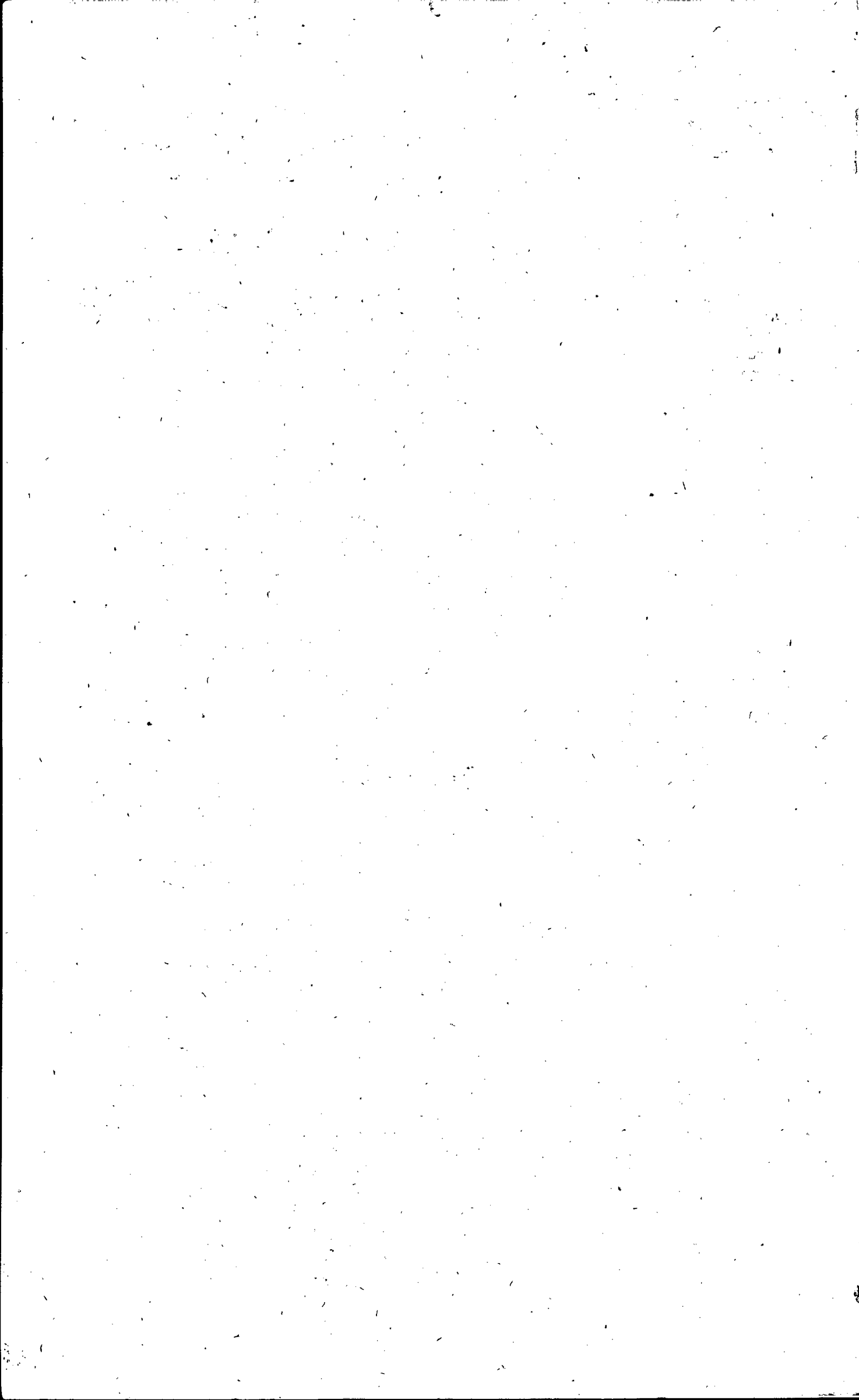
"BILL" Desmond, prominent motion picture star, entertained the officers and enlisted men and their families at the Service Club Thursday evening May 26th. After the showing of his first independent production, "Fighting Mad" Bill gave the men a humorous talk, replete with witty anecdotes. Needless to say, the affair was a huge success, one of the largest crowds of the season attending.

Activities from this post in connection with the Citizen's Military Training Camps, 1922, are meeting with great success throughout the vicinity. From present indications, the quota allotted this section will more than be filled.

Twenty four flights in Observation balloons, employed in Artillery Observation, were had during the week for a total of thirty two hours and forty seven minutes.

Spherical balloons were flown for a total of eighteen hours and fifty minutes during the same period.

The overhauling of the BLIMP motor has been completed and the ship is now making its regular flights.



VOL. VI. AIR SERVICE NEWS LETTER

No. 19

Information Division  
Air Service

June 30, 1922.

Munitions Building,  
Washington, D.C.

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

FOR RELEASE July 1, 1922.

### CADET RAYMOND WHITE'S HARROWING EXPERIENCE IN THE FLORIDA EVERGLADES

Sunday, May 10th, ended the three day hunt for Cadet Raymond White, who had been lost in the big cypress south of Immokalee, Florida, since about 12 o'clock, noon, June 8th. Cadet White became lost on a return cross country trip from Okeechobee and flew down into the glades and cypress. After about two hours in the air his gas supply became exhausted, forcing him to land. Planes were sent out from Carlstrom the following day, when Cadet White failed to return from Okeechobee, and a systematic hunt was started, Major Hugh J. Knerr was placed in charge of the hunt. Lieut. Corkille, Captain Woolsey, Lieut. Umstead, Toohers, Major Royce, Lieut. Woodard, Captain Ford, Lieut. MacDonald, Lieut. Haddon and Sergeant Winston participated in the hunt. Due to the moving of Carlstrom Field, all the DeHavilands had previously been flown back to Montgomery and the hunt was made in JN6s. A base for fuel was established at Immokalee and La Belle. Following Cadet White had flown farther into the glades and cypress than possible to be reached with Curtiss plane, four DeHaviland planes were ordered from Montgomery and arrived on Sunday evening, a few hours after Cadet White had been found by a Seminole Indian. The planes from Montgomery were flown down by Lieut. Upton, Simons, Skow and Sergeant Johnson.

Cadet White appeared before a board of Officers, convened in his case, and gave out the following story of his experiences: "I left Carlstrom Field, Florida, for the town of Okeechobee, Florida, which is about seventy miles east of Carlstrom Field, on Thursday, June 8th, 1922, at 8 o'clock a.m.

Okeechobee is a little village situated on the north side of the lake of Okeechobee. After about two hours flight, I arrived safely at Okeechobee. After having gassed the ship, the return trip to Carlstrom Field was begun, at 10:30 a.m. It was while on this trip that the experience which I am about to relate occurred. Having gained an altitude of approximately 3000 feet over Okeechobee City, I discovered there were cumulus clouds at 1500 feet, making it necessary for me to fly above these clouds so that at all times I would be at an altitude that would enable me to reach an open space in which to land the ship successfully, should anything go wrong with the motor. Due to the nature of the terrain, a long glide would be necessary to reach an open space. Owing to a recent rainy season, flying by land mark was very difficult, and consequently I flew by compass course. After about an hour and a half, the motor began to miss and finally quit entirely. I dived thru the clouds then and became aware that I was off the track which would lead me back home and was somewhere over the everglades. This part of the everglades is really a cypress filled swamp which stretched out in every direction as far as could be seen by the naked eye. Realizing that it was impossible to effect a safe landing, I winged into a tree, cutting the wing off the fuselage. The nose of the ship then struck a palm tree, bending it down. At this time it occurred to me that I would be wafted into eternity thru my first airplane crash within the next couple of minutes. Such a time as this brings to mind very quickly that no one knows just what minute he will be snatched from this life and escorted into the unknown. Having finally reached terra firma, however, without injuries to myself, altho the ship was completely demolished, I extracted myself from the wreckage with much difficulty. Then I looked over the plane for any material which would aid me in a prolonged stay in the glades, but nothing was found which would be of any assistance to me. This was about noon. The compass having been demolished and the sun in the center of the sky, I had no way of determining the compass direction. Therefore, I had to wait until sunset in order to set out upon my eventful journey home to Carlstrom Field. Having smeared my face with oil to ward off the attack of the mosquitoes, which were much similar to the plague of Egypt, I set out to the west upon a path which led thru knee deep water, dense undergrowth and saw grass, which made progress very slow. Having dug my way thru such thicket-infested swamps for about six hours, I finally stopped to rest. Deciding then that it was useless to continue in this mosquito and reptile-infested swamp, I picked out a dry spot near a pine tree to spend the night. Since I did not smoke, I did not have any matches with which to

MONTGOMERY YEARLING

CADET RAYMOND WHITE'S HARROWING EXPERIENCE IN THE FLORIDA EVERGLADES (CONT'D)

build a fire, which would serve as a signal to the searching planes which would soon be sent out for me from Carlstrom Field. After fighting mosquitoes, for some time, I finally dozed off to sleep while standing against the tree. During the night I was awakened by a piercing scream which I thought was either a panther or a bob cat. Listening for a few minutes, I heard a noise in the undergrowth, and I immediately climbed a small tree, where I remained during the night. After prowling around for some time, toward morning the panther disappeared. At day break I descended from the tree and continued on my westerly course.

After fighting my way thru the glades until about 3 o'clock in the afternoon, I came to an old wagon trail. Following this trail, south then east, and then north, for about two hours, I fell over, completely exhausted. Having slept about two hours, I was awakened by a small Seminole Indian boy, who said "I see you yesterday", pointing to the sky, which meant that he saw me fly over yesterday. Finally, making him understand that I wanted to get back to civilization where I could obtain food and shelter, he lead me to an Indian Camp, where they fed me and kept me over night. Even the primitive form of food which they gave me was surely appreciated, having been without food for thirty-six hours with the exception of a few grass hoppers and herbs, which I found in my journey out of the glades. It was difficult for me to make the Indian understand how I came there. Finally I made them understand that I wanted a guide to lead me out of this place, which was big cypress timber

Early the next morning I started out with an Indian guide. This trail led back again through the moccasin filled glades. About noon, we arrived at another Indian camp, where I rested for a while and received food. While at this camp, two of the fourteen planes which had been sent from Carlstrom Field to search the glades for me flew over about a mile on my left. Being unable to make them see my signaling, and after they had passed on, another Indian motioned to me to follow him and we struck out across the swamp in the direction in which the planes had flown. Being so completely exhausted, my face very sore and every bone in my body aching, it was difficult for me to move along thru this sickening muck and dense undergrowth. After resting several times and just before night fall, we reached the ranch house of Captain Kennedy Carson, a farmer who lives about twenty miles north-east of Immokalee. At this place I received some sweet milk, which I drank greedily. Mr. Carson also cooked me a very inviting supper, but owing to my condition I was unable to eat it. He bathed my hands, face and feet with medicine and fixed a place for me to sleep. Following a very refreshing sleep, we set out in the direction of Imokalee in a buckboard at 8:30 the next morning, which was Sunday. We had gone only a little ways out on the open prairie when the hum of airplanes was heard coming out way. Immediately I jumped out of the vehicle and Mr. Carson and I signaled to the airplanes with a large white sheet. The searching aviators saw us almost immediately and Captain Woolsey and Lieut. Umstead from the field dived toward me. When they saw me more fully, they circled above preparatory to landing, two of the other planes having seen this signal from them, they also landed almost immediately after the first plane. After receiving a very hearty welcome, I climbed into the ship, piloted by Major Hugh Knerr and was soon on my way back to Carlstrom Field.

After about an hours flight, I was glad to see the home field loom up on the horizon. Soon after arriving, four large DeHaviland planes, which had been dispatched from Montgomery, Alabama, to assist in a search for me arrived. This was Sunday afternoon.

This is as near complete an account of my experience, while lost in the Everglades of Florida, as I am able to give, due to the fact that I could not remember all that took place, owing to the frenzied state of mind I was in."

]]] COOPERATION OF THE U.S. WEATHER BUREAU WITH ARMY AIR SERVICE.

In its desire to have its forecasts, warnings, and information made of the greatest possible benefit to aviation and aviation interests, the United States Weather Bureau has arranged a plan of cooperation with the Chief of Air Service, U. S. Army, by which it is hoped closer contact may be established between its aviators and Weather Bureau officials in the field.

The plans of this cooperation have been announced by the Chief of Air Service to all commanding officers of Air Service fields in a letter which describes the arrangement.



### ADMIRAL FULLAM PRAISES BOMBARDMENT PILOTS

The morale of the Bombardment Group at Kelly Field went up another peg following Rear Admiral Fullam's address in San Antonio recently on the "Possibilities of Aviation", in which he praised the unparalleled feats of the bombardment personnel in the battleship sinking business last summer on the Atlantic coast and foretold some of the amazing possibilities of aerial bombardment. Of course, the members of the Group know all these things, but they like to hear others say them just the same.

### ADVANCED STUDENTS AT KELLY FIELD TO GRADUATE.

The present class of student officers and cadets has about finished their advanced bombardment training. There has been only one major crash during the present class. Cadet Halpin, on May 16th, attempted to make a forced landing in a small muddy field and wrecked the airplane. He escaped without serious injury.

### SALES OF ARMY PLANES AT ARCADIA, FLORIDA

Civilian aviation was recently given a big boost in Florida, "Jennies" with OX5 motors being sold at Dorr Field for \$400. These planes have been in storage for some time but are in good condition, and all the planes sold so far have been put in flying condition with very little work and have been flown away. Several reserve officers of the Air Service in the vicinity of Carlstrom have taken advantage of this low price and have purchased planes for their own use. Several Arcadians are making arrangements to purchase a plane.

### BOMBING NEW YORK ✓

Under authority from the Commanding Officer of the 2nd Corps Area, three DH4B airplanes, flying in formation, bombed New York on May 23rd with paper bombs advertising the Citizens' Military Training Camps. Beginning at 12:00 noon on this date, the formation covered the principal points of the city. Of the 20,000 bombs dropped, 1500 contained theatre tickets to the principal downtown shows. This was offered as an inducement to interest the public in examining the bombs and reading the matter printed on them.

### DECORATION DAY FLIGHTS.

The usual large number of requests were received at Mitchel Field, requesting that aircraft be sent to participate in the Decoration Day exercises of surrounding towns. These flights were flown as regularly assigned missions. At 9:30 a.m. one plane flew over Passaic, New Jersey, during the parade in that town. At 11:00 a.m., a plane dropped flowers over the ceremony at Larchmont, which was conducted by the American Legion.

### AERIAL CONTEST AT MITCHEL FIELD

On the afternoon of May 30th, from 1:30 to 3:30, the organizations at Mitchel Field participated in an aerial contest to determine which organization had profited most by the organization training period, and which had reached the highest state of efficiency in the normal types of flying. The contest included such events as landing for accuracy; message dropping practice; bombing; photography; radio, relay race; simulated combat, using toy balloons as targets; the best equipped and serviced airplane, and formation flying. The following organizations participated and finished in the order named: 5th Squadron (Observation); Air Park No. 7, 1st Squadron (Observation), Air Park No. 6.

The contest was run off rapidly according to schedule and without the slightest mishap or accident. The contest was run off entirely for the benefit of the organizations at the field and not as a flying circus. The public was permitted to attend, however, but the usual events for attracting crowds, such as parachute jumping, acrobatics, etc., were eliminated from this contest and only those events included which would bring out the skill of the pilots in some form of flying which they would be required to perform in active service. Many good results were obtained from the contest, and for this reason it is contemplated having three

## AERIAL CONTEST AT MITCHEL FIELD (CONT'D)

contests per year, the Spring Meet on May 30th, the Summer Contest on July 4th, and the Fall Meet on Labor Day.

## SPRAYING NEW ENGLAND FOREST BY AIRPLANE.

Following previous experience in connection with the spraying of trees by airplane, plans have been formulated for spraying a section of the New England forest by this method. Captain R.A. Kinloch, Air Service, on duty with the 1st Squadron at Mitchel Field, L.I., New York, was detailed on this duty and departed for Boston, Mass. He investigated landing field facilities in the vicinity of the forest to be sprayed, and has been in consultation with the representative of the Department of Agriculture who was assigned to conduct the experiment.

## SETTING UP OF MARTIN BOMBERS

The L.W.F. Engineering Corporation recently completed setting up and testing the first of the thirty-five Martin Bombers to apply on their contract for the Government. The first plane was flown by the test Pilot, Lieutenant Wade, of McCook Field to the Aero Marine Plant at Keyport, New Jersey, to be used as a model. Work is now in progress by the Curtiss Corporation in setting up at Mitchel Field the first of the Martin Bombers which that corporation is building for the Army. This plane is now practically ready for test. It is understood that the Curtiss Corporation will turn out one Bomber per week, all of these to be set up at Mitchel Field.

## HIGH PARACHUTE JUMP AT KELLY FIELD

Master Sergeant Chester W. Kolinski, of the 90th Squadron, stationed at Kelly Field, San Antonio, Texas, made a successful parachute jump on May 24th from an altitude of 10,600 feet, so far the highest jump made by any member of the parachute school during the present course. The training pack chutes were used, and the ship was piloted by Lieutenant J.H. Doolittle. Both chutes functioned perfectly.

## NEW SAFETY DEVICES FOR AIRPLANES

As we note from time to time improvements in construction tending towards greater safety in flying, the conviction is reached that the airplane has not yet emerged from its experimental stage and that, through the inventive genius of man, the airplane will eventually reach such a state of perfection as to eliminate any further cause on the part of the skeptical-minded to characterize flying as hazardous.

In England there have recently been introduced two new devices for the airplane both of them having to do with landings, admittedly one of the most difficult features of the art of flying. One of these devices is a shock-absorbing type of undercarriage and the other is a self-sealing gasoline tank designed to withstand the stresses set up by gun fire and in crashing.

The first-named invention, the oleo-pneumatic undercarriage, which has been designed by A.V. Roe & Co., of London, Eng., manufactures of the Avro "Viper", should prove of great value in reducing the risk of landing on bad ground, and should also be of value for early training and night flying purposes. The AEROPLANE London, gives the following description of this invention:

"This gear consists of two main undercarriage legs which are coupled at the base to the axle, the axle again being hinged by two horizontal tubes to the bases of two steel tube Vees situated in line with the front legs. The main legs carry a shock-absorbing device which consists of a combination of oil and rubber, and it is so designed that about half the travel of the telescopic leg is taken on the oil before the rubber is picked up. The detail of the oil valve gear is "interdit," The rubber shock absorber is in the form of separate rings, so that no trouble is entailed in replacing any particular broken or frayed portion.

On the ground the weight of the machine is carried by a combination of oil and rubber, and as the machine takes off the plunger sinks to its lower limit of travel. On landing the oil takes the first shock, so that by the time the rubber comes into

## NEW SAFETY DEVICES FOR AIRPLANES (CONT'D)

play there is sufficient oil beneath the plunger to prevent bouncing. Mr. Hinkler (pilot of the Avro "Viper" testing this undercarriage) by changing his usual faultless method of landing, has been demonstrating how this undercarriage defies even the most ham-handed of pilots, by deliberately flattening out at various heights ranging up to 20 feet from the ground and then "pancaking," and also by landing at 80 m.p.h. with very little flattening out, but it seemed that no amount of effort on his part could induce the machine to bounce. It pulls up in a remarkably short run, and owing to the wide track of the wheels (6 feet) it is possible to navigate on the ground at almost any sane speed.

From the demonstration, which one witnessed, it would seem that the Avro "Viper" so equipped could land and get out of the smallest and roughest of fields possible without any trouble. As a training machine it might tend to give newly fledged pilots too much confidence and make them careless when passing into less robust machines, but for fully trained pilots it would seem almost ideal and guard the machine against almost any type of cross-country flying accident."

The Crash-proof gasoline tank, above mentioned, styled the "Silvertown Anti-fire Self-Sealing Petrol Tank", which was awarded the first prize in the British Air Ministry competition, calling for fuel tanks that will withstand machine gun fire and crashes without leakage of contents, and which tanks were subjected to the most rigid and exacting tests, is described by the same publication as follows:

"The metal shell or tank proper consists of thin-gauge metal plate butt welded together and of such a form as to permit of a large increase of capacity before bringing any tensile stresses to bear on the metal, with the result that the seams successfully withstand the stresses set up by gun fire and in crashing. This end is achieved by dishing inwards each side of the complete tank.

The patent detachable cover is made of a high-grade rubber about a quarter of an inch thick, formed with an opening large enough to permit of the introduction of the shell. This opening is then closed with a closure piece of the same material suitably fastened in place, and it is claimed that this detachability renders the cover superior to any previous device. The cover can be manufactured and stored apart from the metal shell, and the latter can be removed from its cover and replaced at any time, without in any way causing damage to either.

The Judges appointed by the Air Council consider that the competition has resulted in the achievement of the objects for which it was instituted, and has produced a type of safety fuel tank which, although capable of improvement in several minor respects, is available for immediate introduction on Service and Civil aircraft, and which, for a slight increase of weight over and above that of the standard Service steel tank, gives almost complete immunity from fire, either in a crash or in action with enemy machines."

## AN AIR SERVICE ROMANCE

The halo of romance which encircled the heads of our airmen during the late war - while it may by now have been perceptibly diminished - has not flickered out altogether, judging from the following story contributed by Captain Charles B. Oldfield, Air Service, Executive Officer of the 95th Division, Air Service, stationed at Muskogee, Oklahoma:

"It would be a rather broad statement to say that the Headquarters of the Air Service of the 95th Division, U.S.A., had opened a marriage bureau or anything similar to it, but listen what happened yesterday:

The Executive Officer (Captain Oldfield, Air Service) was sitting in his office in Room 412, Federal Building, Muskogee, Oklahoma, when Lieutenant G.H. Schabacker from Post Field came in and on his arm a very pretty and demure little girl - Mary Goodwin Walker, daughter of the Mayor of our Muskogee. Mr. Wilkinson, Chief Clerk of the Indian Agency, was in the office at the time, but after being introduced and chinning a little while, he left. Then "Shobby" sprung it on me. "What are you doing this morning, Cap?" Well, the Cap was working on some kind of formidable looking chart for the Reserves, but being accomodating, said that he was just doing some routine work. So "Shobby" said: "Well, if you have a few minutes to spare, Mary and I would like you to go out with us. We are going to get married." The Cap. thought he was joking, but as it turned out, "Shobby" was very much in earnest.



## AN AIR SERVICE ROMANCE (CONT'D)

They'lowed as how they would rather go to some little town away from Muskogee as they didn't want the bans to be published until after the bands were tied. "Shobby" and the Cap didn't know where they could get the necessary papers, so Mary suggested we go to Haskell about a score of miles west of here. We arrived there in the Cap's "Steadybreaker", but that was not a county seat, and they were not putting out marriage licenses there. So off we went to find a preacher to tie the knot but of the six the "best man" could find but one, and that only after an hour's constant telephoning.

One was enough to do the work, tho, and at three- fifteen on June 7th, Mary became Mary Goodwin Walker Schabacker. But "Shobby" had to get back to Post Field by seven o'clock or suffer the consequences, so we stepped on the "Studbreaker" and broke the news to the much astonished Mayor and his wife. "Shobby" was whisked out to Old Hat Box Field, and away he went for Post Field, leaving Mrs. "Shobby" until they will let him have a ship again at Post Field. Then in about a week they will establish the little dove-cote at Post Field. And while Mrs. "Shobby" feathers the little old nest, "Shobby" for two months will be working Block-house on Signal Mountain, Monument on Monument Hill, Tower on Arbuckle Hill, and so on as aiming points.

Look back over your files of the NEWS LETTER, and on page 10 of the issue of May 18, you will see an account of the visit of the Post Fliers to Muskogee. That took place on April 22. That was the beginning of the romance. "Shobby" has been here several times, being received with open arms at Hat Box Field, where they are noted for quick service and attention which is unsurpassed. Of course, the correspondence has been going thick and fast, but we knew nothing about that.

I leave it to the readers of the NEWS LETTER and the whole world to decide whether the Executive Officer of the 95th Division, Air Service, has established a matrimonial agency or whether he is simply an accessory before or after the fact or WHAT.

One thing is sure. I know everybody joins in congratulations to "Shobby". And further, we know he is going to be one of the happiest "skylarks" that ever pushed a DH over this big southwest of ours.

## TONOPAH, NEVADA, CITIZENS OBTAIN FIRST VIEW OF MILITARY AIRPLANE.

During the latter part of May, Captains R.G. Ervin and W.A. Bevan and Lieuts. C.L. Webber and J.P. Richter, Air Service, of the Rockwell Air Intermediate Depot, Coronado, Calif., wandered around over parts of the States of California and Nevada prospecting for available landing fields and airways. These officers left Rockwell Field in two DH4B's on Wednesday, May 24th, and went to Los Angeles, where they remained over night. Leaving Los Angeles about noon on Thursday, they started north over the mountains towards Bakersfield. When over the west end of the Mohave Desert strong winds were encountered, and the planes drifted east by north over unknown territory and finally, at about 4:00 p.m., they landed on a dry lake bed at Millers, Nevada, which place is about 12 miles from Tonopah. A high wind was blowing, and the planes were staked down.

The arrival of the planes in the vicinity of Tonopah created considerable excitement among the desert inhabitants, and the prominent citizens of the town invited the aviators to be their guests for the night.

On Friday morning at 9:30 o'clock, after refuelling the ships, the airmen departed, and crossing the Sierras arrived at Crissy Field shortly after 1:00 p.m.

The Tonopah DAILY TIMES recorded the unusual event of the planes stopping near that town in large headlines, and its description of the unexpected visit of the aviators is quoted, in part, as follows:

"The air forces are engaged locating airways from Rockwell Field, San Diego, to San Francisco. Leaving Los Angeles at 12:15 they headed for San Francisco and over Tehachapi their compass flopped and they did not discover their mistake until they found themselves away east over the Mohave desert. Here the dust was so dense that the earth was obscured and the planes soared to a height of 18,000 feet. Crossing the desert the planes struck Death Valley at an altitude of three miles and crossed the chasm at Stovepipe wells, where the cold was so intense that they felt the necessity for warmer clothing. Next they saw a small town which was Beatty or Rhyolite and saw the railroad tracks, which they kept in sight as far as possible. Crossing over Goldfield and coming within a short distance of Tonopah, they could

## TONOPAH, NEVADA, CITIZENS OBTAIN FIRST VIEW OF MILITARY AIRPLANE (CONT'D)

mill and realized they were on the flanks of the largest settlement that met their gaze since leaving Los Angeles in a dense fog. In the distance they observed an inviting stretch of white surface and for this they headed, making their landing and coming to a full stop in 160 feet, facing a 40-mile gale. One of their worst experiences was when they encountered an air pocket at 12,000 feet and shot down to 8200 before regaining control."

Captain Ervin expressed his readiness to fly over the town and to effect a landing to gratify the desire of the citizens of Tonopah to examine the first military machine that ever ventured near that place, but due to the fact that no level area was found available and also because of the dangers of electrical contacts through the numerous high tension lines that girdle the camp, no landing was made. The planes did circle the town, however, and when the planes took the air from Millers, the Tonopah fire chief, who was watching the movements of the aviators through a powerful field glass, touched the siren and screamed a warning to all Tonopah to come outdoors to see the fliers traversing town. At the first screech of the siren the schoolrooms were emptied and the pupils gathered in every available open space to get a good view of the aerial visitors. Coming up in the Mount Brougner side the machines circled the camp twice and then laid their course direct for Sacramento.

The Tonopah TIMES made the following editorial comment on this unexpected aerial visit:

### AIRPLANES IN SERVICE

The outstanding object lesson of the appearance of two stray army aeroplanes in the heart of the desert under normal conditions is the proof that all arguments advanced against Tonopah for air flights have been dissipated to a fine figment of attenuated opposition. Eight years ago Tonopah was informed by a "gipsy" aviator that the air was too light, the upper ether was filled with holes corresponding to the ruggedness of the mountainous environment, that the landscape without foliage to check vagrant breezes was a storm breeder fatal to any flyer essaying the dangerous passage from sea level. All these handicaps were pictured in astounding and fearsome variety until at last it became an accepted fact that Tonopah was different from the balance of the world. Nothing doing. Tonopah has been extricated from the jaws of Cerebus and exhibited to the universe as the most progressive camp on the American continent where the latest and most celeritous transportation is available and where visitors may come and depart for San Francisco, Los Angeles or Salt Lake confident that two or three hours will place them in metropolitan environment. Figure it out for yourself and think of the appealing site of the picture. The army officers left Los Angeles after the noon hour and after circling around the most inhospitable region on the Pacific coast dropped down into Tonopah at 3:15 none the worse for the terrific battle with the elements during the worst windstorm that ever swept across the Mohave desert. A safe landing was effected without any of the disastrous consequences which have been pictured by the two predecessors in air flights who bled Tonopah white for the disappointment in not performing according to their promise and written contracts. The army aviators say there is no insurmountable difficulty in traversing the desert by airplane and, when the report of the enforced digression in this direction is written up in official record the judgment of the travelers from Los Angeles should have the effect of robbing the desert of another of its putative terrors. There was a time within the memory of present day inhabitants of Tonopah that southern Nevada was depicted as the home of the tarantula and sidewinder and strangers were warned by eastern newspapers not to venture into the land of the scorpion, the vinegarone, wood tick or other venomous pests. No one ever heard of any one dying from contact with any of these alleged denizens of the desert. Cases have occurred but they are so rare that a man has to think hard to recall one.

So it was with the hazards of the air. Practical demonstration showed they existed chiefly in the fervid imagination of fictionists. Tonopah is in line to acquire the aviation habit. All that is needed is a suitable landing place which could be established at nominal cost. It is for the citizens to say if they believe business could be promoted by such an installation. It is some object to be able to reach San Francisco in three hours. The record has been established by U.S. army fliers as follows:

Leave Tonopah, 10:15 a.m. Arrive San Francisco, 1:15 p.m.

A MEMORIAL TO AIRMEN KILLED AT LOVE FIELD, DALLAS TEXAS

At the entrance to Love Field, Dallas, Texas, there now stands a small granite monument, which was dedicated on May 30th last in memory of the twelve officers and cadets of the Army Air Service who made their last flight at that field. As Love Field is to be abandoned as a flying field and may soon lose its identity, this landmark was erected in their honor. The memorial bears the individual bronze name plates which **formerly** hung in the Officers' Club at that field.

The dedicatory services were very impressive, and hundreds of people, were present to pay their silent respect to the memory of the departed flyers.

General William R. Smith, commander of the 36th Division and veteran of the World War, paid a high tribute to the memory of the men who gave their lives during America's hour of stress. He declared that the progress of the airplane in the last war had shown conclusively that this method of warfare will continue to grow in importance, and that in event of future wars a still greater part will be played by the plucky and fearless men of the air. "They are honored dead," he said. "What they did in their struggles to master the air will be felt immeasurably as time flies on. Those martyrs who staked their lives in preparing for their needed service overseas did not die in vain. We owe them all honor and credit." As he stepped from the raised platform, he swept his cap from his head, which was the signal for the planes sent from Kelly Field, Ellington Field, Post Field and Love Field to take the air and circle the field. The planes rose gracefully and passing over the memorial shaft in rapid succession showered wild flowers upon the granite slab.

Other speakers were Herman Whisnant, who was an officer of the First Division and lost his leg in the Soissons campaign; Charles L. DeBow, chairman of the arrangements; Major Jed C. Adams, and Mrs. S.M. Fields, president of the Southern Memorial Society, who placed beautiful wreaths on the stone, with short impressive and touching remarks. Near the front of the shaft the emblem of the American Air Service was placed by the women of Love Field.

The officers and cadets whose name plates are on the monument are as follows: 1st Lieut. Rex Everett Field, 2nd Lieutenants Charles James Hyde, Parker Pruce, John Maxwell Widenham, Arthur Anthony Sego, Jr., Ralph Phelps Collier, Robinson E. Bidwell and Cadets Victor Leon Dennis, John William Albert Insinger, Ralph Eldon Stall and James Forester Dick.

This memorial was the idea of Lieutenant Marion G. Putnam and <sup>was</sup> his personal contribution to the memory of these men, many of them having been his friends.

FLYING CIRCUS AT CRISSY FIELD

The Flying Circus for the benefit of the Army Relief Fund, which was held at Crissy Field on Sunday, May 21st, was enjoyed by approximately ten thousand visitors. Mather Field was present full strength, bringing down some twelve ships to add to the already long line. The events were run off in the following order:

PROGRAM

<u>Time:</u>	<u>Performance</u>
I. 2: P.M.	Battle Formation from Mather Field, 15 DH-4B Battle Planes.
II. 2:25 P.M.	Exhibition of death defying acrobatics and wing-walking, introducing the famous "Breakaway" by Wesley May, "The Supreme Dare-Devil of the Air", on plane piloted by Captain Lowell Yerex, the Distinguished English "Ace".
III. 2:45 P.M.	Stunt Flying: Captain Lowell H. Smith, "Fokker" and Lieuts. L.F. Post and John W. Benton, "S.E. 5"; and Sergeant Thomas J. Fowler, "Curtiss JN4-H."
IV. 3:05 P.M.	Daring exhibition of Flying Upside-down by Pilot Clyde Pangborn.
V. 3:15 P.M.	Twenty-five Mile Crissy Field Trophy Race between Lieuts. Russell L. Maughan, Geo. A. McHenry, Wm. R. Sweeley and Lt. M. S. Boggs, 316th Reserve Squadron.

PROGRAM (CONT'D)

- VI. 3:30 P.M. Changing from Plane to Plane in Mid Air, Wesley May will transfer from the upper wing tip of an airplane flown by Clyde E. Pangborn to the Dangling rope ladder suspended from an airplane flown above by Captain Lowell Yerex.
- VII. 3:45 P.M. Aerial Combat: Captain L. H. Smith in the "Fokker" and Lieut. John W. Benton in the "S.E.5".
- VIII. 3:45 P.M. Exhibition of aerial gunnery, demonstrating a gunnery target towed by an airplane, Machine Guns and Bomb dropping. Sergeant Paul D. Andert on the Tow Target. Lieut. Leo F. Post, Pilot, and Corporal Melvin C. Wignall, Observer, on the Attacking Airplane.
- IX. 3:55 P.M. Five-thousand foot dash through space with a parachute, introducing the "Nullet-drop" by Wesley May from a plane piloted by Captain Lowell Yerex.
- X. 4 to 4:20" GRAND AERIAL ENSEMBLE.  
Fifty planes of seven different types flying over Crissy Field at one time.

PHOTOGRAPHIC MISSIONS COMPLETED.

Lieutenants Robert E. Self and Wm. C. Goldsborough, Air Service, have completed their seven thousand mile photographic mission, having photographed all available landing fields in Northern California and Nevada. They landed at Crissy Field while the Flying Circus was in full blast, and were heartily greeted by their flying "Buddies".

On Friday, May 26th, Captains W.A. Bevan and R.G. Irwin and Lieutenants J. P. Richter and C.R. Weber landed at Crissy Field, after completing their mission of photographing the landing fields of Southern California and Nevada. An 18,000 ft. high sandstorm was encountered by them on their flight across Death Valley, which, it is believed, is the reason for the copper tipping on their propellers being so shiny.

ARMY AIR SERVICE PROMOTION

The death during flight of two officers of the Army air service this week--- those of Captain Thomas H. Shea, jr., and Lieutenant R.E. O'Hanly- has again called attention to a situation in that branch that is in dire need of correction. Such casualties are of so frequent occurrence as to sustain a record of eight per cent of flying officers who are killed every year. Vacancies created in this way are not filled by the promotion of air service officers, but by transfers to the air service of officers of other branches of the Army. The air service is unfortunately in the position on the promotion list of its junior officers, who, because of their long period of training during the war, now find themselves segregated near the bottom of the single list. Their seniors are in many cases younger in age and only longer in service by a few weeks or months, a circumstance that determines relative place on the promotion list, by virtue of the fact that the average period of training in other arms was about three months as compared with the air service training period of about nine months. The result has been that not only has the commissioning of air service officers been delayed, but, whereas officers of other arms had an opportunity for being initially commissioned in grades as high as field officers, the air service officers were limited to being commissioned in the grade of second lieutenant, with few exceptions. Furthermore, there was lack of promotion in the air service during the war, because it was a new corps. When the single list was compiled after the appointments of July 1, 1920, it was found that practically all of the officers, who were originally commissioned in the air service as flying officers, held the bottom files of the promotion list. That left vacancies in the grades of captain particularly, and these were filled, and are being filled, by officers transferred from other arms, who have had no war experience in air service activities and who are in many instances junior in age. The air service has a total of 900 officers, of whom over 700 are officers commissioned subsequent to April 6, 1920, and of this 700 about 500 are original

ARMY AIR SERVICE PROMOTION (CONT'D)

flyers whose commissions were delayed, so that 200 of them are officers who were transferred from other arms or who came in as ground officers and are ranking the junior officers of the air service. The latest returns of the adjutant general's office show 608 first lieutenants in the air service, while in the infantry, which should have approximately three times as many as the air service, there are but 1,008. The reason for this is that the majority of young officers in other arms, instead of being first lieutenants, are captains.

The situation in the air service in respect to promotion has been the subject of consideration by the special board of which General Shanks is president. Representations of the need of relief having been made by General Patrick, chief of the air service, it is hoped that some remedy will be recommended from that quarter requiring, of course, legislation. What this will be is not made known, but it is presumed that some plan will be adopted to place the air service personnel on a separate promotion list, after the manner of the medical corps, with possibly, promotion by length of service, although that is not essential, provided the advancement is made equitable as vacancies occur with the fair distribution of original air service officers to the field grades, from which they are now hopelessly excluded, or that the younger officers will be distributed on the present promotion list more equitably according to their actual length of service. This separation of air service officers from the promotion list would not, it is pointed out, interfere in the least with advancement in other branches, excepting in so far as such officers would benefit from air service vacancies. It would be justified, it is urged, by the fact that the casualties are so prevalent in time of peace. It is expected that some important announcement of interest and importance to air service officers will be shortly forthcoming in the report of the board engaged in a study of the promotion list. The impression prevails that, if the War Department approves of any recommendation of this character, there will be no difficulty in obtaining the necessary helpful and corrective legislation from Congress. A striking illustration of the disadvantage under which the air service is placed is afforded by the fact that of the officers now eligible for promotion in the various grades there are no air service officers among the 24 lieutenants colonels, only one (Foulois) among the 30 majors, only one (Houghton) among the 67 captains, and 24 among the 152 first lieutenants. It is interesting to note that practically all of the 24 officers who are eligible for advancement from first lieutenant to captain are those who were originally commissioned as ground officers or transferred into the air service from other arms in which they were initially commissioned, this being due to the fact that the bulk of all the original flying officers are still a considerable distance from the junior officer in the list of first lieutenants for whom there are vacancies in the grade of captain.

--(Army and Navy Register, June 24, 1922)

## SQUADRON NEWS

Mitchel Field, L. I., New York, June 3.

Under instructions contained in letter of May 1, 1922, from the Commanding Officer, 1st Corps Area, two pilots were sent to Middletown, Pa., for the purpose of ferrying two JN-6-H planes to Framingham, Mass., for the First Corps Area. One of these planes has been returned as far as Mitchel Field where it is being held awaiting the arrival of the second, which was damaged in a forced landing at Valley Stream, Pa., on the flight to Mitchel Field. A mechanic was flown to the scene of the accident, repaired the damage, and the plane was flown to this station. Both of these JN-6-Hs departed for Framingham on June 2nd.

On the morning of May 30th the organizations of the Field participated in an Athletic Field and Track Meet. The following events were included:

- 100 yard dash
- 220, 440, 880 and mile runs
- Five mile run
- Shot-put
- Running Broad Jump
- High Jump and Tug of War

The organizations finished in the following order:

- Air Park #7
- 1st Squadron (Observation)
- 5th Squadron (Observation)
- Air Park #6

Much enthusiasm and interest was displayed during the Meet, a large number of men attended, and the whole affair tended greatly to raise the morale.

Orders were received May 29th directing a flight on Wednesday of each week, of one airplane from Mitchel Field to McCook Field, Dayton, Ohio, by way of Bolling Field, Anacostia, D. C., and Langin Field, Moundsville, West Va. In accordance with these instructions Lieutenant S. M. Connell departed from this station on the morning of May 31, 1922, in order to carry out the first flight of this mission. This flight will require seven hours flying time. The return journey is to be made by the same pilot and the same plane, on the following day, which will make over a total of fourteen hours' flying in two days for the pilot. The purpose of this trip is to give cross-country experience to pilots for testing out new devices, to assist in aerial navigation, and for determining weather conditions between stations. A roster will be run for this duty among the pilots who are available. The flight is to be made without a mechanic, in order that personnel and material may be carried between these stations and thus speed up official transactions.

On Friday, May 19th, a shipment of twelve DeH-4-B airplanes reached this station from the Air Intermediate Depot, Richmond, Va. These planes were found to be in much better condition than those previously received at this station from the Depots. In fact, their condition was such that they could be sent direct to the organizations without first passing through the Air Parks. The following assignment of these planes, were, therefore, made:

- 4 to 1st Squadron (Observation)
- 4 to 5th Squadron (Observation)
- 2 to Air Park #6
- 2 to Air Park #7

When these planes are set up the organizations at this station will have practically their complete initial allowance of airplanes. There will yet remain, however, considerable work to be done to make the flying equipment complete, that is, the installation of radio apparatus, putting on machine guns and photographic equipment.

Kelly Field, San Antonio, Texas, May 20.

The Weather Bureau has been furnishing an average of three tornadoes a week for this part of Texas, so that flying is all done with a big element of thrill, especially the cross-country flights.

The 20th Squadron won the Athletic Pennant of the Bombardment Group last Saturday morning in the meet. Lieut. T. L. Gilbert won the highest number of points. Lt. Gilbert, who is the Recruiting and Recreation Officer, is one of the best athletes on the field in all round track events.

Tuesday afternoon, Lieut. Stenseth, Group Personnel Adjutant, 3rd Group, slipped away from his desk, piled high with payrolls, pay cards, and a hundred and one other papers pertaining to personnel matters, long enough to climb into a DH4B ship, with Technical Sergeant McDaniel, Air Park #5, as pilot, and make a wide circle of the field for altitude. While the entire personnel of Headquarters craned their necks and watched, the Lieutenant was seen to climb from the cockpit and jump. A sigh of relief escaped from the onlookers as the parachute he was using, after a sufficient fall to insure clearing the ship, shot out and checked his rapid descent, a successful landing being accomplished.

The average of a jump a day, excepting holidays, is the pace set by Master Sergeant Botriell's class in parachutes. This class, of necessity, has been of a limited number, due to only one training parachute being available to the whole class. None of the equipment necessary for the teaching of the construction and maintenance of parachutes being on hand, the class has been seriously handicapped. A larger number of applicants applied for instruction than were possible to care for in the first class. If the necessary parachutes and equipment which have been requisitioned, arrive in time, the next class will be a much larger one, judging by the number of applicants.

There was quite a run on practice flights to Ellington Field, Houston, Texas, last week. The big Annual Bathing Girls Review occurred on the same day at Galveston, which is nearby. It is not officially known just why the big spurt on flights took place, but it is believed unofficially that one guess would come "mighty close".

The 96th Squadron has been carrying out a sketching mission of the territory east of San Antonio and north of Floresville during the last week.

There has been a campaign on to make "THE TRAIL", a service magazine published by the Second Division, Camp Travis, a big success as a representative journal of the Army for the Southwest, and the Bombardment Group has heartily co-operated. The 11th Squadron, the 49th, the 4th Air Park, the Band Detachment and 2nd Photo Section have backed the movement with a substantial number of subscriptions. The notes of the above mentioned organizations appear regularly in this publication.

Major Bock, with Corporal Mareth passenger, crashed at Hudda, Texas, May 16th, in a terrific rain and wind storm. The plane was artistically "cracked" and completely washed out, but neither passenger nor pilot was hurt.

Kelly Field, San Antonio, Texas, May 27.

Esperit and interest manifested among the members of the 8th Squadron in the coming Field Meet between the Bombardment and Attack Groups is rising appreciably, and the members of the squadron named as members of the Attack Team are practicing diligently for their chosen events. All hands seem confident of the Attack Group's potential supremacy. The 8th Squadron has also furnished some excellent material for the Post Ball team, both first and second string men.

The 13th Squadron reports little flying activities, beyond the routine and testing work, for this week. An interesting flight to Ellington Field was made by Lieut. Wheeler, however. Lieut. Wheeler left with a number of ships of different types, including a Spad, and an SE-5, to participate in the Anniversary Circus staged at Ellington Field by the First Pursuit Group. The cross-country settled into a race between the various pilots, which was handily won by Lieut. Wheeler in his XB-1A - another merit to offset the many demerits accorded this much maligned type. The end of the ball season will be marked by a game for the Field Championship to be staged between the teams of the 13th Squadron and the 11th Bombardment Squadron. A hard and bitter struggle is in prospect but it is hoped that our team will emerge the victors.

Kelly Field, San Antonio, Texas, May 27. (Cont'd)

The 90th Squadron has been firing on the pistol range during the week just past. The final record scores are most gratifying, showing two qualifications as expert, two as pistol sharpshooters and ten as marksmen. Lieutenant Doolittle and Master Sgt. Kolinski qualified for the highest honors, while the sharpshooter scores were piled up by Capt. Hayes and 1st Sgt. Kenyon. Engineering and flying activities, though greatly hampered by the work on the range, have not been at a standstill. Cross-country flights were made by Capt. Hayes and Lieuts. Doolittle, Andrews, Moore and Harbeck, to local and Border points. Captain Hayes was forced down by low clouds near Castroville, but was able to get off and back when the clouds lifted the same day. The Infantry Liaisons were three in number, all successful. The planes and flying personnel also participated in two formations during the week.

The 90th Squadron has been fortunate in securing the Services of William H. Kenyon, formerly Sergeant Major of the 82nd Field Artillery, as it's First Sergeant. Sergeant Kenyon served as a commissioned officer during the late unpleasantness, and his varied experiences and long service combine to make him the efficient "top-kick" that he has proven himself to be. Tech. Sgt. Kelly has been relieved and returned to the Engineering Department. Competent personnel is engaged in overhauling the Squadron's transportation. All of these vehicles have seen long Border service and remained inactive for the last year, which makes a considerable amount of work necessary. The work is being done by 90th Squadron personnel at the Camp Normoyle shops.

Major Lackland, accompanied by Lieut. D.G. Duke, left by air for Fort Brown. The Air Officer is using his own ship the "Yellow Bird", which is cared for by the 5th Air Park.

Captain Shea, Kelly Field Executive Officer, made a successful parachute jump May 25th from an airplane furnished by the 5th Air Park. Lieut. W.T. Larson piloted Capt. Shea to the "jumping off place".

Tech. Sgt. Carl B. McDaniels also made a successful jump immediately afterwards. This jump was made from the same ship used by Captain Shea thirty minutes earlier. "Mac" says it is "the life".

The class of student officers completed their dual and solo on the flying stage May 25, 1922, with the 11th Squadron (Bomb). Their next stage will be formation and camera obscura with the 49th Squadron.

Cross country flights were made by Lieut. Canfield and Sgt. Hudson to Dallas, and by Major Bock, Operations Officer, 2nd Group to Eagle Pass and return. Lt. Col. Howard, the Post Commander, and Lieut. D.H. Dunton, the Bomb. Group Engineering Officer, made a cross-country to Post Field and return.

Experimental flights are being made with the U.S. Agriculturists, in their effort to locate spores of wheat rust.

Crissy Field, Presidio of San Francisco, Calif., May 27.

Crissy Field was well represented at the "49'er" celebration at Sacramento this week. Mrs. Arnold and Mrs. Brett flew up in Mr. Otis' Ansaldo, piloted by Captain Lowell H. Smith, while their esteemed husbands went up via the DeHaviland route. Mesdames Goldsborough, Halverson and Sweeley chose the ground route in an automobile. Outside of one puncture (this, no doubt, to demonstrate the ability of the fair drivers to change tires) the trip was more than successful. Lt. Halverson went up in a DeHaviland. Upon the return, the men of the party looked like "49'ers" themselves. They, however, stated that it was due to the fact that all the Sacramento barbers had starved to death during the past month.

Lieutenant "Art Smith" Liggett has been commuting between Crissy Field and Mather Field for the past ten days, installing a "Puff Target" range at the latter field for the use of the Summer Training Camp students.

Lieutenant Leo F. Post is his own cook and chief bottlemasher this week, -- Mrs. Post being on a week's vacation trip.

A most complete surprise party was given by Mrs. E. C. Kiel in honor of Mrs. W. A. Maxwell's birthday. There were four tables of bridge, followed by refreshments with a wonderful birthday cake. Old rose was the color scheme throughout. Following the bridge party Major and Mrs. Geo. H. Brett gave a jolly impromptu dinner in their quarters, after which the guests enjoyed dancing at the beach.



Crissy Field, Presidio of San Francisco, Calif., May 27. (Cont'd)

The Crissy Field Section, Air Service Branch of the Army Relief Society was organized last week and the following officers appointed:

Mrs. H. H. Arnold	President
Mrs. Geo. H. Brett	Vice-President
Mrs. Wm. R. Sweeley	Secretary
Mrs. L. F. Post	Treasurer.

A very unique dance was given at the Officers' Club for the Officers of Mather Field. The Club rooms were decorated with all sorts of farm implements, sacks of grain, potatoes, wheat, etc. The gentlemen wore overalls and the ladies, gingham dresses.

Through the courtesy of Mr. James Otis, of San Francisco, who owns a two-passenger Ansaldo airplane, Mrs. C. A. Devol, Miss Elizabeth Fee and little Dora Brett were given a most enjoyable airplane ride during the past week. Mrs. Devol is the wife of Major-General Devol, Retired, who is a frequent visitor at Crissy Field and has himself participated in many flights.

Lieutenant and Mrs. E. C. Kiel left for a well-earned three months' vacation, amidst old shoes and rice, which were not at all necessary but greatly added to the enjoyment of those witnessing the "parade".

Lieutenant John Benton is still making daily trips to the hospital to have his neck treated. They say its from eating too many strawberries. We don't vouch for that, however, having heard a mighty commotion in his house the day previous to the event of the sore neck.

Captain Armin F. Herold and Lieutenant Wm. R. Sweeley left the middle part of the week to secure recruits in the Northern part of California for the Citizens' Military Training Camps to be held in this corps area during the Summer months. They expect to visit some forty towns during their trip.

Lieutenant Burnie Dallas has successfully observed four Artillery shoots during the past week. It seems as if the Coast Artillery Commander can no longer put on a successful shoot without the assistance of the heavier-than-air craft.

136th Squadron (Obs.) Tennessee National Guard, Nashville, Tenn., May 29.

We are at last doing some regular flying and three of our H's now have at least one test flight to their credit, while the D-H has made sufficient landings to claim flying pay for the rest of the summer. Upon the return from Washington of the 609 Examinations, most of the pilots will solo and with three planes in the air simultaneously our usual crowd of curious week end spectators will be increased.

The Recruiting tent on the corner of Church Street and Capitol Boulevard attracted much attention during the past week and brought in eighteen new recruits. The recent flying activities have bolstered up the morale very much, and it will not be long before we can drop out the undesirables and replace any gold bricks with men who are interested. During the River Terminal and Deep Water exposition from June 12 - 17, our exhibit will attract quite a crowd, as we are to have the most prominent booth on the main floor.

To enable us to have a Squadron Fund, we arranged with the Chero-Cola people to build us a canteen on the field, and the revenue derived from the sale of pop and ice cream will probably give us a fund of two or three hundred dollars to take to Camp this summer and enable the men to have a good mess during the Encampment.

Last week we were inspected by Colonel William Newman, Infantry, D. O. L., Senior Instructor for the State of Tennessee, who commented very favorable on the Squadron as a whole.

France Field, Cristobal, Canal Zone, May 22.

The days of "My Pet Ship" have passed. It seems impossible these days to get together enough ships for every pilot to have his own. We have plenty of DeH-4's here, but this country was never designed for that type of airplane. The few DeH-4B's we have are being petted and pampered by every one. Every landing is watched with anxious eyes. The landing of a ship in a series of "graceful leaps and bounds" is strictly taboo. Some day in the near future we expect to have our three squadrons fully equipped with Observation, Pursuit and Heavy Bombardment ships.

France Field, Cristobal, Canal Zone, May 22. (Cont'd.)

The personnel of the two new squadrons is gradually getting straightened out. The trade test board finished its work last week, and the men are being placed in class details with the different departments, according to the Board's recommendations. The majority of the new men are a pretty fair sort, but some haven't learned to speak English well enough to get by the fatigue details. It is feared that the recruiting officer has been hanging around Ellis Island.

The old outfits of the Field are on the pistol range this month and are turning out some very good records. Twenty per cent have qualified as experts. A large percentage have made sharpshooters or marksmen. Only a few have failed to qualify. The new outfits are receiving their preliminary pistol training this month and will fire in June.

Classes in machine shop work, engine overhaul, armament and bombing, radio and communications, photography, rigging and airplane repair, are being conducted for the instruction of the new men. These schools will continue through June.

Now that we have five hundred men, Manzanillo Bay, "Our Front Yard", is full of bathers after duty hours. All men that can't swim are required to take swimming instructions. Swimming, fishing and bathing are the chief past-times at France Field. Fighting the "sandfly" and scratching his bites is still the chief method of getting one's exercise. It seems that these little pests are more numerous this season than ever before.

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

Two DH4B planes left this station Monday morning and returned Wednesday noon. One was piloted by Major FitzGerald with Lieut. Webber as assistant and the other was piloted by Lieut. McCulloch with Lieut. Vanaman as assistant. The first day the planes went from here to Phoenix, Arizona, in one hop and the next day to Nogales, where they spent the night (and also many pesos). They left Nogales Wednesday at 7:30 A.M. and arrived at Rockwell Field at 12:45 P.M. almost out of gas, having been in the air over five hours. They reported a very successful trip and obtained much information of value to be used in compiling "Airways" data.

Thursday afternoon Mrs. R. G. Ervin was hostess at a delightful bridge-tea held in the Officers' Club. Nearly all of the officers and ladies of the post were present. Mrs. Vanaman held high score.

A very characteristic (or usual, as you choose) Air Service condition arose in the office of the Post Adjutant the other day, when about ten pilots had gathered, exchanging greetings and gossip of the Service. Some one happened to note the representatives present and remarked as to the far reaching extent of the Air Service and its ease and facility in assembling and getting together. There were only a few present, but the incident serves as a good example. Among the ten officers, the following stations were represented: Rockwell Field, Kelly Field, March Field, Mather Field, France Field, Canal Zone, and Kindley and Clark Field, P.I. One officer, who recently returned from Coblenz, happened to be in Coronado and did not get to the meeting. The representatives from the Philippines had recently been returned to this station for duty.

Captain Orlo M. Quinn surprised all of the officers of the Post last week when he strolled into Headquarters. Everyone knows that he has been stationed in Panama from last accounts, but it developed that he was on a two months' leave and had come up from the Canal to San Diego on a Navy transport.

Rockwell Air Intermediate Depot, Coronado, Calif., June 5.

A variation was given to the regular Thursday afternoon bridge-tea party held at the Officers' Club this week, by changing the hours from afternoon to evening and serving a light dinner before the playing commenced. Mrs. Ervin and Mrs. Fields were the hostesses, and everyone thoroughly enjoyed their hospitality. Mrs. Moore won the lady's prize and Captain Bevan glided home with the gent's prize.

Many of the enlisted men of the 18th Squadron are gradually obtaining their discharges. Among those departing this week are Staff Sergeant Anderson, Sergeant Dwyer and Privates Bellisario and Hale. Sergeant Anderson and Private Bellisario have been doing duty on the line and Sergeant Dwyer has been in command of the Post Guard most of his time while here. All three men went to the Philippines in

Lockwell Air Intermediate Depot, Coronado, Calif., June 5 (Cont'd).

1919, where they served successful tours. Private Hale, who has been secretary of the E and R Department, is a very efficient man. He bought out to go in business in San Diego.

Major Arnold, Air Officer of the 9th Corps Area, arrived in a plane from Crissy Field Saturday and left Sunday on the return trip. En route home he plans to stop at March Field, Rogers Airport and several other places. Major Brett, Commanding Officer of Crissy Field, and five other pilots, Lieuts. Post, Dallas, Selff, Bennett, and Maxwell, arrived here by train Sunday morning. They all departed about eleven o'clock the same morning, in planes for the return trip to Crissy Field. They flew DH4's which had been reconstructed at this Depot. Among the planes were included 2 DH4BP1's, of which the Crissy Field Photographic Officer was very proud. The BP1's are an excellent job and should greatly increase the efficiency of the photographic section.

Warrant Officer Albert Tebo is going on a two months leave, and expects to tour the Pacific Coast from San Diego to Vancouver, British Columbia. He is also going to attend the Shriners Convention in San Francisco.

The E and R Officer, together with his assistant, Private Burkey, have made considerable improvement in the appearance of the Service Club. A general clean-up, with lots of paint and varnish and new furniture, makes the old Service Club really useful to the enlisted men of the Post.

Mather Field, Mills, Calif., May 22.

The 60 enlisted men of the Post who comprise the company to take active part in the "Days of '49 Celebration" are showing the results of their extra drill of the past ten days. The old fashioned guns, the bugle calls of former days, the spirit of play acting that seems to have taken hold of Sacramento, have been conducive in making this particular group of men interested and enthusiastic in their special detail. Their first appearance will be on Tuesday, May 23rd, the opening day of the celebration, when they will rescue General Sutter (Hobart Bosworth) from the Indians!

Crissy Field's delightful hospitality - a dinner and dance - Friday evening, May 19th, was enjoyed immensely by the fortunate half dozen couples from Mather that could accept the invitation. The affair was called a "hard times party" but the dinner served easily refuted that name. The "uniform" for the dance was bungalow aprons for the ladies, overalls for their escorts.

Some of the officers and their families remained in San Francisco over the week end to visit friends, to shop, and particularly to see the second aerial circus of the year that Crissy Field gave on the afternoon of Sunday, the 21st. A seven-ship formation from Mather participated in the circus and the aerial race was won by Corporal J. Larsen of the 9th Squadron, who succeeded in making an average speed of about 125 miles per hour over a five mile course. Lieutenant W. R. Sweeley of Crissy Field, came in second, Lieutenant C. H. Myers, 28th Squadron, finishing third and Sergeant T. Fowler of the 28th Squadron, flying a Crissy Field ship, came in fourth. Mather Field is very proud of the three men who made such excellent showing for their home station in the race.

Mather Field, Mills, Calif., June 2

Recruiting activities for the Citizens' Military Training Camps started off strongly and the work continued in the same way, with most gratifying results, for the week. Lieutenants R. L. Maughan and J. R. Morgan, with Staff Sergeant E. L. Coate and Corp. G. W. Schroeder, flew to Salt Lake City, Utah; Lieuts. Ned Schramm and H. C. Minter, with two mechanics, Staff Sergeant C. A. Dotta and J. E. Carden, flew to Vancouver, Wash., in the interests of recruiting for these camps. Lieutenant C. H. Myers, Post Recruiting Officer, covered Reno, Carson and Virginia Cities, in Nevada, while Chaplain T. L. Kelley, Lieutenants E. B. Bayley, F. S. Gullet, N. R. Laughinghouse, and G. A. McHenry canvassed the territory within a radius of 40 miles of Sacramento. Through the co-operation of the Superintendent of Schools and the principals of high schools in the nearby cities, assemblages of young men students had the reasons and advantages of the training camps explained to them by the officers on this recruiting detail. Dozens of applications were obtained, and almost 200 prospects expressed their willingness to attend camp, depending upon results of physical examinations and the consent of their parents.

Mather Field, Mills, Calif., June 2 (Cont'd.)

The "Days of '49 Celebration" held in Sacramento from May 23 to 28, kept a company of 60 enlisted men, in charge of Capt. C. J. Kindler, Q.M.C., and Lieut. S. O. Carter, A.S., very busy the greater part of three days when they were participating in the parades and other public demonstrations. Dressed in old style uniforms - long, dark blue trousers with orange colored stripes on the sides, black hats, and bright orange colored neckerchiefs, they presented a most picturesque sight.

Visitors who came from San Francisco to see the celebration were Major and Mrs. H. H. Arnold, Major and Mrs. G. H. Brett, Lieutenant and Mrs. H. A. Halverson, Lieutenant and Mrs. W. C. Goldsborough, and Captain Lowell H. Smith. The latter flew Mrs. Arnold and Mrs. Brett up to Mather in a civilian "Ansaldo". Sergeants Guile and Whitefield, of the photographic section from Crissy Field, took some pictures of the celebration.

Other visitors at the post during the week were Captain W. A. Bevan, of Rockwell Field, and Lieutenant A. G. Liggett, of Crissy, here on official business. Civilian Aviator Born, in a re-built Curtiss, arrived from Redwood City, Calif., on the 25th, accompanied by a mechanic.

Chanute Field, Rantoul, Ill., May 29.

On Thursday, May 25th, 1922, Chanute Field was visited by Major General George Bell, Jr. Commanding the Sixth Corps Area. General Bell was accompanied by his Chief of Staff, Colonel F. M. Caldwell and his aide, Lieutenant Epps. The visit was regrettably short, as the General and his party arrived at Rantoul on the 11:37 a.m. train and left for Champaign on the 3:05 p.m. train to inspect the R.O.T.C. Unit of the University of Illinois. The party dined with the Commanding Officer and made a short inspection of the field. General Bell gave a brief address to the Officers, who assembled in the Field Headquarters immediately upon his arrival. He touched on the progress of the Air Service and Air Service activities in the Sixth Corps Area. The train on which General Bell arrived was escorted into Rantoul by a diamond shaped DH formation led by 1st Lieut. Henry E. Wooldridge, A. S. Operations Officer of the 15th Squadron (Observation). The other pilots of the formation were Lieuts. Frank M. Paul, James S. Eldredge, and Henry W. Kunkle. Lieuts. Warren R. Carter, and James D. Givens, piloting an SE-5 and Fokker DVII, respectively, met the train at Paxton, Illinois, and escorted it in from a lower altitude than the DeHaviland formation. The General expressed himself as being much pleased with his visit and regretted that he had to take his departure so soon.

Kindley Field, Fort Mills, P. I., April 8.

Only one flight was made from this station during the week ending April 8th, since the launching ramp, which was recently broken, has not yet been rebuilt. The supplies necessary for reconstructing this ramp are not available at Fort Mills and have been requisitioned from Manila.

The "Logan" with 21 Air Service Officers aboard arrived from the States on April 5th. Nine Officers were assigned to the 2nd Squadron (Observation) at Kindley Field, as follows: Captain Collar, Lieutenants Lynch, McKinnon, Gabriel, Gravely, Wilson, Owens, Hicks, and McReynolds. Lieutenant Palmer, 2nd Squadron, and Captain Wittman, 27th Balloon Company, as passenger, flew to Manila to greet these newly arrived Officers.

The Balloon Companies observed fire for the 59th Regiment, C.A.C., Mobile Artillery, on April 6th. Fire was directed on moving targets in the N. & S. Channels.

The organizations at Kindley Field have received orders to begin their small arms firing season on July 1st. As the old small range is being converted into our new landing field, the firing practice will be held on an improvised range farther out on the "Tail of the Island."

Approximately 200 Insular prisoners are at work daily on the new landing field under direction of Captain Braun of the Corps of Engineers. A special effort is being made to complete this landing field before July 1st, in order that a protective sod may be grown on the landing field to prevent it from being ditched and eroded during the rainy season.

Kindley Field, Fort Mills, P.I., April 8 (Cont'd)

The advent of six married officers and two bachelors on the last transport make it necessary to place 17 married officers in 9 sets of married officers quarters. The solution deemed most practicable was to place the 7 bachelor officers in one set of field officers quarters and assign married officers to the bachelors' quarters. As it stands now there are 8 married officers in the bachelors' building, each of whom has a set of bachelor quarters consisting of two rooms and bath. A mess has been established for these married officers and the arrangement is considered to be the most satisfactory that could be made. Several more officers are expected on the next transport, and upon their arrival the only course that can be taken will be to double up those married officers now occupying married officers quarters.

The extreme shortage in enlisted personnel existing in all organizations at this field still prevents any extended operations from being carried out. It is believed that this situation will be relieved in a short time by the transfer to the Air Service of a number of men, (Infantry, Unassigned) who arrived on the last transport and who are now at the casual camp, Fort William McKinley.

Kindley Field, Fort Mills, P.I., April 17

Only one flight was made from this station during the past week, due to the broken ramp.

The U.S.A.T. "Logan", which sailed from Manila for the States on April 15th, took with it 38 enlisted men from this field - 3 from the 2nd Squadron, (Obs.), 18 from the 17th Balloon Company, (C.D.), and 17 from the 27th Balloon Company, (C.D.)

The Operations Office of the 2nd Squadron has been enlarged by removing a partition between two rooms, making it large enough to hold classes. A large blackboard, radio equipment, miniature range and etc., has been installed. An interesting training program has been written, and will be started as soon as our ramp is repaired.

The Radio Department of the 2nd Squadron, is preparing to occupy the recently vacated Photographic Hut, which will be converted into a first class Radio Ground Station and Repair Shop. Two 100-foot, steel masts are to be erected for supporting the antenna, and the station is expected to be capable of furnishing radio communications with all other Air Service stations in the department, as well as two-way communication with the Squadron seaplanes, to such an extent as to be of practicable value in conjunction with long range firing practice by the Coast Defenses of Fort Mills.

Camp Nichols, Rizal, P. I., April 8.

All the work being done by detachments from the 11th Air Park, is being speeded up, and the members of the details are responding with a vim that is pleasing, to say the least. The rainy season is not far off, and the work of assembling ships stored at Clark Field, Camp Stotsenburg, is going forward without a hitch. It is important that the full quota due each Air Service organization be completed before the rainy season begins, as the inclement weather handicaps work of this nature. The 11th Air Park detachment at Kindley Field, Fort Mills, Corregidor Island, is possessed with the spirit that will go a long way toward reaching the finish tape in their work before bad weather strikes them, and they don't intend to let the Clark Field outfit slip anything across.

The Philippine Air Depot has just received the new catalogue of airplane parts, and it is proving a boon to the personnel in minimizing the work of bringing the nomenclature of the supplies on the stock cards at the present time up to date. Coupled with the willingness, previously displayed by the Depot force, to get in and pull together, this task should be finished in a short time.

Some local flying has been done during the past week. The new field at this station was the scene of several excellent landings by pilots of this post. Lieutenant Hurd made a flight to Clark Field and return, this flight being the longest of the week. A new trap has been installed and is fast becoming a favorite recreation of the officers, very few of the clay disks coming to earth intact.

The arrival of the U.S.A. Transport "Logan" caused more than the usual flurry in and around Manila, for heading the passenger list was Major General Bundy, who has come to take command of the newly organized Philippine Division.

Camp Nichols, Rizal, P.I., April 8 (Cont'd)

Among the other arrivals were twenty-one Air Service officers. Six of the new officers were assigned to this station, and quite a change in the distribution of duties will result.

Camp Nichols, Rizal, P.I., April 15

Camp Nichols has been the scene of numerous activities during past week in both a social and military way. In honor of their departure for the states, the enlisted men from this station were the guests of honor at an entertainment given at the local theater under the auspices of the Post Exchange. The program consisted of a snappy comedy followed by a first class feature picture. Refreshments were served at the completion of the show, and between mouthfuls of husky sandwiches and pop the occasion was voted a huge success by all.

The new officers who arrived from the United States on the "Logan" last week have been assigned to their new duties and have buckled down to work. It is expected that this will relieve the serious shortage of commissioned personnel which has existed in the post, and that as soon as some of the new enlisted personnel are well broken in on their clerical duties, all our troubles will be over. The amount of work to be done in establishing a first class Supply Depot in these islands, without buildings, equipment or trained personnel, and with the property divided between the main depot and branches seventy miles distant, is almost beyond comprehension. The officers, who have been working long hours, and under discouraging circumstances, welcome the new personnel with enthusiasm, and are confident that their efforts to bring order out of chaos, and to establish a first class supply and repair organization will be brought to a successful conclusion in the near future, in spite of handicaps such as the suspension of work on half completed shops and hangars and similar discouraging incidents.

Lieutenants C. C. Nutt and M. S. Lawton have been assigned to Headquarters Detachment, 4th Group (Observation), and Lieutenant H. A. Johnson to the 11th Air Park. Lieutenant F. E. White and Lieutenant J. R. Glascock of the 3rd Squadron (Pursuit), and Lieutenant E. R. Reynolds of the 2nd Squadron (Observation) have been attached to the 11th Air Park for duty. In addition to their duties with their organizations the new arrivals have been assigned various duties on the post staff. Lieutenant C. C. Nutt is to be operations officer; Lieutenant H. A. Johnson, adjutant of the 11th Air Park; Lieutenant M. S. Lawton, communications officer; Lieutenant F. E. White, armament officer; Lieutenant J. R. Glascock, mess officer; and Lieutenant E. R. McReynolds, Air Service salvage officer.

Flying activities have been picking up since the arrival of the new officers, as they have been renewing their acquaintance with the old "stick" after an enforced vacation at sea, and other officers of the station, having been relieved of some of the routine paper work which has rested heavily upon them, are having more time to indulge in flying. Many times it has been heard said by those who do not know the game, that flying is the only accomplishment of our officers and the only work that they desire to do. None of us would entirely deny the latter statement, for it is the love of flying that builds "esprit d' corps" and which enables us to dig thru large amounts of routine drudgery and accomplish results in spite of obstacles.

Under orders from the Department Air Officer, Major B. Q. Jones, tests were run to determine the average run of the DH4B, on landing with various loads. Flights were made to Clark Field, Pampanga, and return by G. B. Patterson and Lieutenants L. C. Hurd and F. E. White. Six planes belonging to the 3rd Squadron (Pursuit) landed on the Luneta in Manila, and upon being disassembled were loaded on a transport for shipment to Jolo, where the 3rd is going for about six weeks' field service.

An inspection of Air Service activities at this station was made during the week by Major T. J. Hanley, Major A. H. Gilkeson, Captain J. H. Houghton and Lieutenant Pardy. The inspecting officers were entertained at luncheon by Capt. F. R. Lafferty, Lieut. C. M. Leonard and the bachelor officers. The bachelor officers entertained the officers of the 3rd squadron (Pursuit), prior to their departure for Jolo. Lieutenant Cyrus Bettis is a patient in the Sternberg General Hospital, suffering from appendicitis.

Clark Field, Pampanga, P. I., April 8.

Major A. H. Gilkeson and 1st Lieut. C. W. Pardy, with Mrs. Pardy and daughter, Rhodamonda, returned to Clark Field after what is described as a splendid tour of detached service for fifteen days at Camp John Hay, Baguio. Major Gilkeson resumed command of the 3rd Squadron while Lieutenant Pardy continues as Adjutant.

With the arrival of the transport "Logan" on April 5th, the field commissioned personnel was augmented by seven officers, - Lieuts. John Beveridge, Jr., T. J. Lindorff, B. S. Thompson, E. C. Batten, C. R. Evans, H. G. Woodward, and C. H. Barrett. Two additional officers, Lieuts. Frank E. White and John R. Glascock remain on detached service at Camp Nichols. Mrs. Beveridge, Mrs. Lindorff, Mrs. Thompson and child, Mrs. Evans and child, Mrs. Woodward, and Mrs. Barrett will add greatly to the social life of the field. It is regretted exceedingly that lack of adequate quarters has necessitated doubling of officers in some instances. However, the fine quarters and excellent spirit shown in accepting this inconvenience go a long way to ease matters.

With the increase of commissioned personnel, the Squadron from now on until replacements arrive will suffer heavy decreases in its soldier strength by reason of expiration of foreign tours. Thirteen soldiers will depart on the "Logan" April 15th, while the May transport will carry forty one additional men to the States.

On April 6th and 7th, two 4-plane formations with Major Gilkeson, Captain Midcap and Lieuts. Pardy and Riley as pilots, engaged in simulated bombing and strafing of towns nearby and as far south as Manila. Upon return of the first formation to Clark Field, at an altitude of 8500 feet, column formation was taken and as rapid a descent was made to a landing as possible with a DeHaviland, within regulations. Captain Bedinger, Flight Surgeon, who accompanied Lieut. Pardy "lost it" enroute down, and thereby went a long way toward evening up scores, on account of the whirling chair. His consideration was remarkable, however. One helmet, O.D., has gone to the laundry for necessary action.