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Information Division
Air Service

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The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard and others connected with aviation.

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FIRST AIR FLASH-LIGHT PHOTOGRAPHS MADE

By A.M. Jacobs

Among the most busily followed projects sponsored by the Engineering Division, McCook Field, are those connected with the development of aerial photography. Night photography in particular has recently been receiving rather intensive study and experimentation under the direction of Lieut. George Goddard. This officer, for some time a firm disciple of the belief in the possibility of taking flash light pictures of large areas by night, has persistently pursued what some thought a "will-o'-the-wisp", doggedly working out equipment, overcoming faults in it, experimenting and perfecting it, with Dr. S.M. Burka as his able assistant.

Experiments were carried out on a small scale at the Engineering Division with more or less success, but recently, when all preparations had been completed, a Martin Bomber equipped for night flying, in which were mounted seven aircraft cameras and one moving picture camera, left McCook Field for Britton Field, Rochester, N.Y. Aboard were Lieut. Donald L. Bruner, pilot; Lieut. George Goddard; Dr. Burka; and Lieut. R.C. Coupland of the Ordnance Department. The tests were successful. They took the world's first flashlight photograph by air.

The aircraft cameras were the Army types K-1, K-3 and an old Gaumont, all equipped with the fastest lenses known. The K-1 camera was of Eastman manufacture, as well as the hypersensitized panchromatic film used in all the exposures. The motion picture camera was a high-speed type for the purpose of recording the speed of the flashlights. The plane also carried two bombs containing fifty pounds each of special flashlight powder, attached to parachutes and equipped with double-time fuses. The shells of these bombs were of slightly different size and shape for purposes of comparative test.

Rochester was selected for the experiment because of the location there of the Eastman Kodak Company, which has in its possession an instrument called a photometer, the only one of its kind in the United States, by which the intensity of light waves from the sun, a lightning flash in a storm, an electrical display, and, in fact, any kind of light may be measured. It was especially desired to have this instrument measure the light waves from the flash light bombs, for if the flash proved successful with the amount of powder used at the altitude selected, the amounts for various other altitudes could be computed from the photometer reading.

When the Martin arrived at Britton Field, plans for the experiment were immediately worked out with the Eastman Kodak Company who placed the full resources of their splendid laboratories at the Army's disposal. Lieut. Goddard described his project to Mr. George Eastman, who was an interested listener. The photometer had to be moved to the top of the fourteen story Eastman Building for the test. Red flash lights were supplied for the observers who would watch the plane from the top of the building in order that they might signal the approaching bomber on the night of the test that all was in readiness for taking the photometer reading. The entire Eastman Research Laboratory force were to act as witnesses and give suggestions for improvement of the development.

On the night of the test all was in readiness, and the following is abstracted from the Rochester Evening Journal and Post Express, describing the event:

"The Martin Bomber left Britton Field a few minutes after seven o'clock proceeding on a location flight that led to a point near Cob's Hill reservoir, returning over Monroe Ave. and the downtown section. Retracing its course, the plane then came sweeping toward the Platt Street bridge, resembling a giant firefly, with its blinking white searchlight revealing its place against the background of hazy clouds that separated the city from the starlit sky. Suddenly the plane swerved until it was directly above its objective, the bridge."

The observers on the Eastman Kodak Company's tower signalled the bomber with

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one of their red flares. The bomber responded to its signal by the flashing of its searchlight. Over the Genesee River, one of the bomb-weighted parachutes was dropped. The bomb burst with a terrific explosion. The human eye is so constructed that it cannot take in a light flash swifter than 1/6 of a second. So swift was this flash - lasting out 1/200 of a second - that it was invisible to the observers, who thought that the flash device had failed and there had been no picture. It is interesting to note, however, that the best prints were obtained from this first flash. About fifteen minutes later the second and smaller bomb was dropped, proving the more brilliant of the two. The duration of this flash was about 1/2 second, the city was brilliantly illuminated and even residents on the outskirts saw the clear white ray.

All had transpired as was planned. The night was fine. The bomber was taken to 3,000 feet, for which altitude all exposures had been set. Below the air was clear, though 300 feet above was a layer of clouds which took on a strangely rosy glow as they caught the reflection of city lights. Both bombs functioned perfectly, three square miles of the city's area being lighted by them.

A certain tenseness was apparent among the workers next day until Lieut. Goddard came from the Eastman dark rooms about one o'clock and announced that the prints of the exposures made the night before were a success. Examination of them brought decided enthusiasm. River, buildings, highways, and the bridge were almost as clear as in sunlight exposures. Even automobiles on the bridge were readily discernible. The smoke above a factory was clearly indicated. If it were smoke caused by the explosion of a war-time bomb, it would be equally clear, suggesting the possibility of the photographic plane following the night bomber, to ascertain whether the bombs dropped had struck their objective and the approximate amount of damage caused. In fact, the development promises to prove a remarkable step forward, not only in the science of photography but as a military asset. Enemy cities, arsenals, depots, trenches will lie exposed to the camera's accurate eye during those hours when it is most difficult to spot the plane with anti-aircraft guns. And now that films may be developed in the confines of the plane while it is still in flight, in seven minutes time, pictures may be made of designated locations, the prints developed during the return flight to headquarters, dropped upon arrival there, and the plane continue without landing to a different designated base or to the same base for more views.

There are, of course, improvements to be worked out as the result of this first test, principally in the flash bombs. It is expected that further experiments from heights to 5000 feet will be made at McCook Field in the near future.

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CITIZENSHIP DAY AT CHANUTE FIELD ✓

By Robert R. Aurand

No one by reason of birth or the fulfillment of certain legal requirements can justly call himself a citizen of the United States until his sacred trusts are completely understood and honorably performed.

It is a solemn duty to bequeath our heritage to an intelligent succeeding generation; to awaken in the youth of America a sense of appreciation of our great nation, her ideals, her power, her destiny, to develop a sense of personal obligation toward her and a realization of the tremendous import of citizenship.

A fertile field for the propagation of the principles of ideal American citizenship lies in our Army and Navy. Such instruction given all members of the regular establishment will enable them, on the completion of their period of service to return to their homes with a more lucid comprehension of the responsibilities of good citizenship and to render invaluable service in effecting better local and national government.

An outstanding exemplification of training towards this end was the consummation at Chanutte Field, Ramoul, Ill., of the endeavors of 127 enlisted men of the U.S. Regular Army, who on December 11, 1925, completed the course of studies as arranged by the American Citizenship Foundation.

Citizenship Day, as that date was designated, was fittingly observed by means of an interesting program honoring the graduates, consisting of 15 sergeants, 7 corporals and 105 privates, practically all of whom were pursuing a course of instruction in the Air Service Technical School in addition to studying citizenship. It was but appropriate that the Governor of the Commonwealth of Illinois in which Chanutte Field is located, and which, by the way, has more educational institutions than any other state in the Union, should personally award the medals

granted by the American Citizenship Foundation and authorized by the Department of State of the National Government to those earnest students who successfully completed the prescribed training.

The program, which began at two o'clock, is given below - Presiding Officer, Col. William E. Hunt, General Staff, Headquarters Sixth Corps Area.

Music - "Star Spangled Banner" - Air Service Technical School Band.

Invocation - Rev. A.E. Cole, Pastor First Methodist Episcopal Church, Rantoul, Ill.

Address of Welcome - Maj. George E.A. Reinburg, A.S., Commanding Officer, Chanute Field.

Patriotic Songs - Rantoul High School Chorus.

Address - "Our Government in the Making", Col. Albert E. Barnes, President, Military Intelligence Association, 6th Corps Area.

Presentation of Graduates - Capt. C.P. Fitcher, Chaplain, Chanute Field.

Oath of Allegiance to the flag of the United States - Judge Roy C. Freeman, Champaign County, Ill.

Award of Medals - Lemuel Small, Governor of Illinois.

Award of Certificates - Norman J. Sugg, Director of Education.

March - "The Flag of Victory", Air Service Technical School Band.

Remarks - President McKinley, University of Illinois; A.J. Patrick, Illinois State Commander, Veterans of Foreign Wars; Donald M. Carter, Vice President, American Citizenship Foundation; Arthur Poorman, Illinois State Junior Vice Commander, American Legion; and Mrs. E.P. Sloan, State Citizenship Chairman, Illinois Federation of Women's Clubs.

Singing - "America" - Audience.

Tableau - "America", Miss Mary Craignile, Rantoul, Ill.

Salute - "To the Colors" - A.S.T.S. Bugle Corps.

March - "Stars and Stripes" - A.S.T.S. Band.

The Commanding Officers Chanute Field, and Captain C.P. Fitcher, Post Chaplain, voluntarily instituted this course of instruction and devoted considerable effort to bring it to a successful completion, thereby attaining for Chanute Field the signal honor of first graduating a class in Citizenship composed entirely of enlisted personnel of the Regular Army.

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ENGLAND PURCHASES AMERICAN PARACHUTES ✓

Sir Samuel Hoare, British Secretary of State for Air, in reply to a query in Parliament with regard to the contract covering several years which had been entered into for the supply of American parachutes for the Royal Air Force, stated that the contract was for a total of 2,261 parachutes, of which 1,500 were to be manufactured in America, it being stipulated that the balance and any further supplies should be manufactured in Great Britain, probably under license. Supplies of American manufacture are now coming in, and it is expected that supplies from the home source will begin to come forward by next July.

As to the reasons for entrusting the supply of parachutes to a foreign firm, Sir Samuel Hoare stated that the Irving Parachute, which was adopted as the most suitable, is a proprietary article, and as the supply was very urgently needed and as no risk of possibly imperfect manufacture by an inexperienced firm could be run where a life-saving apparatus was in question, it was considered inadvisable to entrust the order to any firm other than the American company.

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SUCCESSFUL TEST OF NEW BALLOON RIP PANEL ✓

A free balloon flight was recently made from Wright Field, Fairfield, O., by Lieut. Ira R. Koenig and Sgt. Wm. J. Bennett, in order to test a new and improved rip panel which was designed by the lighter-than-air section at McCook Field. Rip panels are strips of balloon fabric, eight or ten inches wide and fourteen to sixteen feet long. They are attached to the balloon bag and are used for quick deflation when the balloon lands. The old type of rip panel was fastened to the balloon with cement only, the new type has a row of snap fasteners in addition to the cement, thus increasing the safety of balloon flights.

Lieut. Koenig and Sgt. Bennett left Wright Field at about 9:00 a.m. and landed at Washington Court House at 2:00 o'clock in the afternoon, the new rip panel functioning perfectly at the landing.

OFFICIAL AIRPLANE RECORDS ✓

The United States, as of December 1, 1925, holds 40 out of 87 official world's records in airplane performances, according to a Bulletin issued by the National Aeronautic Association. Of these 40 records, the Army Air Service is credited with 29 and the Navy Air Service with 11. France is the next country in line with 24 records; Italy with 20; Denmark, 2; and Holland one. England, strange to relate, has no official world's airplane record to her credit.

Although second to this country in the matter of airplane records, France holds some of the most important ones, such as maximum altitude, speed, endurance, and distance. Important records held by the United States are speed over a closed circuit, both airplanes and seaplanes, and maximum speed for seaplanes.

World's records confirmed by the Federation Aeronautique Internationale are enumerated as follows:

RECORDS HELD BY ARMY AIR SERVICE

Speed for Specified Distances: Two records by Lieut. Cyrus Bettis, 100 and 200 Kilometers, Curtiss R3C-1, Curtiss V 1400, 600 h.p. engine, Mitchel Field, N.Y., Oct. 2, 1925, 248.942 m.p.h. and 248.975 m.p.h.

Four records by Lieuts. Kelly and Macready, Army T-2, Liberty 375 h.p., at Wilbur Wright Field, Dayton, O., April 16-17, 1923 - 2500 Kilometers, 71.83 mph; 3000 Kilometers, 71.62 mph; 3500 Kilometers, 71.34 mph; 4,000 Kilometers, 70.79 m.p.h.

With Useful Load of 250 Kilograms, 551.15 lbs: Two records by Lieut. Harold R. Harris, Douglas DT-2, Liberty 400 h.p. engine, at Wilbur Wright Field, Dayton, O., June 28, 1924 - Duration, 9 hrs. 11 minutes, 53.48 seconds; Distance 590.3 miles. One record by Lieut. Harris (Altitude) TP-1, Liberty 400 h.p. supercharged, at McCook Field, Dayton, O., March 27, 1924, 29,462 feet.

With Useful Load of 500 Kilograms, 1102.31 lbs.: Two records by Lieut. Harold R. Harris, Duration and Distance, same records as for 250 Kilograms.

One record by Lieut. Harris, Altitude, Army TP-1, Liberty 400 h.p., at McCook Field, May 21, 1924, 28,143 feet.

With Useful Load of 1000 Kilograms 2204.62 lbs: One record by Lt. John A. Macready, Duration, Curtiss Martin Bomber, M3S-1, 2 Liberty 400 h.p. engines, at Wilbur Wright Field, Oct. 2, 1924, 2 hrs. 13 minutes, 49.6 seconds.

With Useful Load of 2,000, 3,000 and 4,000 Kilograms: Three records for Duration, by Lieut. H.R. Harris and Douglas Culver, Barling Bomber, 6 Liberty 400 h.p. engines, at Wilbur Wright Field, Oct. 3, 1924, 1 hour, 47 minutes, 10.5 seconds; and one record for Altitude 4,000 kilograms, 4,472 feet.

Refueling in Flight: Eight records by Capt. Lowell H. Smith and Lieut. J.P. Richter, at Rockwell Field, San Diego, Calif., August 27-28, 1923, DH4B plane, Liberty 400 h.p. engine, as follows: Duration, 37 hrs. 15 min. 14.8 seconds; Distance, 3,293.26 miles; Speed, 2500 kilometers, 88.72 m.p.h.; 2,000 kilometers, 88.15 m.p.h.; 3,500 kilometers, 88.34 m.p.h.; 4,000 kilometers, 88.28 m.p.h.; 4,500 kilometers, 88.46 m.p.h.; 5000 kilometers, 88.56 m.p.h.

Maximum Straightaway Speed, Seaplanes: Lieut. James H. Doolittle, Curtiss R3C-2, Curtiss V 1400, 600 h.p. Bay Shore, Md., Oct. 27, 1925, 245.713 m.p.h.

Speed for Specified Distance, Seaplanes: Two records by Lieut. James H. Doolittle, Curtiss R3C-2, Curtiss V 1400, 600 h.p. Bay Shore, Md., Oct. 26, 1925 100 kilometers, 234.772 m.p.h.; 200 kilometers, 234.355 m.p.h.

Speed for 1000 kilometers: Lieuts. V.E. Bertrandias and George C. McDonald, Loening Air Yacht, Liberty 400 h.p. at Hampton Roads, Va., Nov. 7, 1924, 101.642 m.p.h.

RECORDS HELD BY U. S. NAVY

Duration, Seaplanes: Lieuts. C.H. Schildhauer and J.R. Kyle, U.S. Navy PN-9, Packard 500 h.p. at Philadelphia, Pa. May 1-2, 1925, 28 hrs. 35 min. 27 seconds.

Distance, Seaplanes: Lts. F.W. Wead and J.D. Price, Navy CS-2, Wright 585 h.p. at Washington, D.C., July 11-12, 1924, 994.19 miles.

Distance, airline: Comdr. John Rodgers and Lt. Myron Connell, PN-9, two Packard 1-A-1500, 500 h.p. each, San Pablo Bay, Calif. to near Hawaii, August 31 - Sept. 1, 1925 - 1730 nautical miles.

Speed, 500 kilometers: Lieut. R.A. Ofstie, Curtiss Navy C-R Seaplane, Curtiss D-12, 450 h.p. at Bay Shore, Md., Oct. 25, 1924 - 161.14 m.p.h.

Speed, 1500 Kilometers: Lieuts. F.W. Wead and J.D. Price, Navy CS-2, Wright 585 h.p. engine, Washington, D.C., June 22-23, 1924, 74.17 m.p.h.

Records held by U.S. Navy (Cont'd)

Duration, Useful Load 250 Kilograms: Lieut. H.T. Stanley, USN, F-5-L Flying boat, 2 Liberty 400 h.p. at San Diego, Calif., June 6, 1923, 10 hrs. 23 m. 58 sec.; With Useful Load, 500 Kilograms: Duration, 7 hrs. 35 min. 54 sec.; Distance, 466 miles, Lieut. H.E. Halland, USN, F-5-L flying boat, 2 Liberty 400 h.p., at San Diego, Calif., June 6, 1923.

With Useful Load of 1,000 Kilograms: Duration: Lieut. Geo. R. Henderson, USN, PN-7 flying boat, 2 Wright T-2, 535 h.p. at Day Shore, Md., Oct. 25, 1924, 5 hours, 28 min. 43 sec.

With Useful Load of 2,000 kilograms: Two records by Lieut. O.L. Hardison, PN7-2 flying boat, 2 Wright T-2, 535 h.p. at Day Shore, Md., Oct. 25, 1924, Duration, 1 hr. 49 min. 11.9 sec.; Speed 100 kil. 68.4 m.p.h.

RECORDS HELD BY FRANCE

Duration and Distance, two records by Drouhin and Landry, Farman biplane, Farman 450 h.p., at Etampes-Chartres, Aug. 7-8-9, 1925, 45 hrs. 11 min. 59 sec.; 2734 miles.

Distance (airline): Capt. Arrachart and Lemaitre, Breguet 19 B-2, Renault, 480 h.p., Etampes to Cisneros, Feb. 3 - 4, 1925, 1987.26 miles.

Altitude: Callizo, Gourdou-Lesseure monoplane, Hispano-Suiza 300 h.p. at Villacoublay, Oct. 10, 1924, 39,586 feet.

Maximum Speed: Warrant Officer Bonnet, Ferbois monoplane, Hispano-Suiza, 550 h.p. at Istres, France, Dec. 11, 1924, 278.480 m.p.h.

Speed, 500 kilometers: Sadi Lecoq, Nieuport-Delage, Hispano-Suiza, 500 h.p. at Istres, June 23, 1924, 190.567 m.p.h.

Speed for 1,000, 1500, and 2000 kilometers: Three records by Fernand Lasne, Nieuport-Delage, 420-1, Hispano-Suiza, 500 h.p. Villesauvage-La Marmogne, Aug. 29, 1925, 1,000 km. 154.283 mph; Sept. 25, 1925, 1500 km. 135.599 m.p.h.; 2000 km. 135.930 m.p.h.

Speed, with Useful Load of 250 Kilograms: Three records by Fernand Lasne, Nieuport-Delage, Hispano-Suiza 500 h.p. at Villesauvage-La Marmogne, Oct. 7, 1925; 100 Km. 174.622 m.p.h.; 200 Km. 173.809 m.p.h.; 500 Km. 155.105 m.p.h.

Speed with Useful Load of 500 Kilograms: Three records by Fernand Lasne, same as preceding item.

With useful load of 1000 Kilograms: One record, Distance, by Fernand Lasne, Nieuport-Delage, Hispano Suiza 500 h.p. at Villesauvage-La Marmogne, Oct. 16, 1925, 124.27 miles. One record, Altitude, by Lucien Coupet, Farman Goliath, Farman, 600 h.p. at Toussus, May 6, 1924, 18,868 feet.

Two records by Fernand Lasne, Nieuport-Delage, Hispano-Suiza, 500 h.p. at Villesauvage-La Marmogne, Oct. 16, 1925 - Speed for 100 Km. 153.130 m.p.h.; for 200 Km. 152.151 m.p.h.

With Useful Load of 2,000 and 3,000 Kilograms: Two records by Lucien Bossoutrot, Farman Goliath, Farman 600 h.p. at Toussus, May 8, 1924, Altitude, 2000 Kilograms, 14,682 feet; May 17th, Altitude, 3000 Kilograms, 6,371 feet.

Altitude, Seaplanes: Sadi Lecoq, Nieuport Delage, Hispano, 300 h.p. at Meulan, March 11, 1924, 29,462 feet.

Altitude, Seaplanes, Useful Load 500 Kilograms: J.F. Laporte, Shreck Sea-plane FMA, Hispano 300 h.p. at Argentine, Aug. 27, 1924, 15,600 feet.

With Useful Load of 1,000 Kilograms, Seaplanes: One record by Burri, Blanchard seaplane, 2 Hispano Suiza, 300 hp, at St. Raphael, Jan. 11, 1924, altitude, 12,283 feet.

RECORDS HELD BY ITALY

With Useful Load of 1500 Kilograms: One record by G.B. Bottala, Fiat H-1, Fiat A-14, 700 h.p. at Turin, Dec. 23, 1924, 18,098 feet, altitude.

With Useful Load of 250 Kilograms, Seaplanes: One record by St. Adriano Bacula, Altitude, Savoia Marchetti, S-58, Hispano Suiza 300 h.p. at Sesto Calende, Aug. 25, 1924, 19,131 feet.

With Useful Load of 250 Kilograms, Seaplanes: Three records by Guido Guidi, Dornier-Wal "Idaor", 2 Rolls-Royce, 260 h.p. at Pise, Feb. 4, 1925, Speed, 100 Km. and 500 Kilometers, 104.715 m.p.h.

With Useful Load of 500 Kilograms, Seaplanes: Three records by Guido Guidi, same records as for 250 Kilograms.

With Useful Load of 1,000 Kilograms, Seaplanes: Three records by Guido Guidi, same records as for 250 Kilograms. One record, Distance, 315.27 miles.

With Useful Load of 1,500 Kilograms, Seaplanes: Three records by Guido Guidi, same records as for 250 Kilograms.

Records held by Italy (Cont'd)

Three records by Guido Guidi, Dornier-Wal "Idaor", 2 Rolls Royce, 260 h.p. at Pise, Feb. 10, 1925, Duration, 3 hrs. 33 min. 35 sec.; Distance, 315.27 miles; Altitude, 12,080 feet.

With Useful Load of 2,000 Kilograms, Seaplanes: Two records by Guido Guidi Dornier-Wal "Idaor", 2 Rolls Royce, 260 h.p. at Pise, Feb. 3, 1925, Distance, 157.63 miles; Altitude, 9,862 feet.

RECORDS HELD BY DENMARK

With Useful Load of 250 Kilograms, Seaplanes: Two records by Karl Lesch, Rohrbach metal seaplane, 2 Rolls Royce, 360 h.p. at Sund, Oct. 24, 1924; Distance, 684.64 miles; Speed, 1,000 kilometers, 94.736 m.p.h.

RECORD HELD BY HOLLAND

With Useful Load of 1500 Kilograms: Duration, B. Grase, Fokker F-7, Liberty 400 h.p. at Schiphol, July 27, 1925, 3 hrs. 3 min. 30 sec.

In the matter of individuals holding the most world's records, it will be noted that the Italian flyer Guido Guidi enjoys the distinction of holding 18 of the 20 records credited to his country. The French pilot, Fernand Lasne, holds 12 of the 24 records credited to France. Lieut. Harold R. Harris, of the U.S. Army Air Service, holds 9 records, three of them jointly with Douglas Culver; while Capt. Lowell H. Smith and Lieut. J.P. Richter jointly hold eight records.

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PRODUCTION WORK AT FAIRFIELD AIR DEPOT ✓

During the months August to November, 1925, inclusive, the production work of the Repair Shops (Engineering Department) Fairfield Air Intermediate Depot, Fairfield, Ohio, amounted to a total of 66 airplanes and 173 engines. These are major overhauls only, as defined in the revised edition of Circular 65-4, O.C.A.S. Captain Edward Laughlin, Engineering Officer, keeps an accurate record of the number of minor overhauls and the cost of each, but he does not include them in this report.

Production Work by Months

<u>Airplanes</u>	<u>August</u>	<u>September</u>	<u>October</u>	<u>November</u>	<u>Total</u>
MB-2.	1	1	1	2	5
SE5E	1	-	-	-	1
MB3A	1	4	4	-	9
DH4M-2	2	4	9	-	15
DH-4M-2P	4	3	1	-	8
DH-4BM	1	-	-	-	1
JNS	6	4	3	8	21
Vought	1	1	-	-	2
NBS-4	-	1	1	1	3
DH4BM-2P	-	-	-	1	1
Total	17	18	19	12	66
 <u>Engines</u>					
Liberty	19	29	39	28	115
Wright E	29	6	6	8	49
Wright H-3	1	5	2	-	8
Wright H	-	-	-	1	1
Total	49	40	47	37	173

The total production (major overhauls only) during the eleven months ending November 30, 1925, was 237 airplanes and 539 engines.

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FATAL AIRPLANE ACCIDENTS IN ROYAL AIR FORCE ✓

The statement was recently made in Parliament by the British Secretary of State for Air that for the twelve months ending September 30, 1925, there were a total of 42 fatal accidents involving 57 deaths; that in no case were the machines actually equipped with parachutes, although some units, in which no serious accidents happened to occur, were so equipped in August and September.

THE HAMILTON RICE EXPEDITION IN SOUTH AMERICA

by Captain Albert W. Stevens.

(Continued)

The "Civilized" Indians on the Rio Branco between Sao Marcus (site of the old Fort Sao Joaquin) and Santa Rosa (Boa Esperanca) were greatly alarmed at the appearance of the plane when it first flew overhead, and they retreated to the woods, even from settlements where the whites tried to reassure them. They called it the Bichu Grande (Bicho Grande) meaning great insect, and apparently thought it was after them especially. (The aeroplane carried nothing in fire-arms or explosives, notwithstanding previous American newspaper reports regarding "bombing the cannibals"; its only mission was to photograph and sketch the country.) However, word spread mysteriously up river ahead of the plane that it would do no harm; at any rate, months afterward, when the plane landed in mountain tributaries in front of settlements that white men had never visited, the Indians lost no time in paddling their canoes out to where the plane was anchored and in taking the occupants ashore, where shortly the two flyers could be seen trading old shirts and breeches for bows, arrows, blowpipes, bananas, pineapples, or "what have you". Naturally, all conversation was in sign language, but this offered little difficulties, for the flyers, knowing very little Portuguese, had used sign language, plus pencil sketches on scraps of paper, all the way across Brazil. Were the Indians naked? Yes, very much so! However, the adult women, not through self-consciousness or a sense of modesty, but because they felt the occasion warranted being dressed up, wore small beaded aprons, and the men daubed their faces and bodies liberally with streaks of red paint, and thrust long wooden rods through the lobes of their ears. In following them through the forest, it was marvelous to note that they did not hook these rods on any of the vines or creepers through which they passed. When the plane was ready to leave, one could count the heads of most of the villagers, peeping from vantage points in the underbrush along the river bank. It is interesting to note that the trails leading from the bank were very carefully concealed from view from the river, by starting a short distance from the main stream, up a small tributary or igarape. This served a double purpose, for it kept the log canoes from being dried out too much by the sun, and insured to a large extent against unwelcome visits from unfriendly tribes. It may be noted that the canoes, burned and dug from a single log, have very good lines, are fairly thin-walled yet strong, and in the hands of the Indians can be safely navigated through bad rapids, up or down all of the Rio Urariceera. On the Parima some of the canyons are so difficult to pass, that the canoes are carried through the woods.

Every locality seems to have its particular pest, though as one gets up river the condition improves very much from that near the main streams of the Negro and Amazon Rivers. At most places swarms of piumes exist; these are small gnats that draw blood immediately, and if the bites are rubbed or scratched they may develop into angry pimples, and in some cases into sores. After being bitten in many places it requires much control to keep from scratching, and even though one keeps from rubbing the bites while awake, he is likely to do so while asleep. The piumes keep union hours, appearing at first break of dawn, but disappearing during the half hour of twilight in these latitudes. As dark approaches, the mosquitoes, a few of which have perhaps appeared during the daytime, come out in numbers, and this is the hour that they seem to be the hungriest. Unlike the Alaskan mosquitoes, they make very little noise, and the first indication that they are around is the sensation as they puncture the skin. Although only one mosquito in perhaps hundreds is infected, there are so many of them, and so many natives that carry the malarial parasite in their blood that sooner or later a person must get parasites into his own blood. Some doctors recommend the taking of five grains of quinine daily, to aid the system in killing of the parasites before they get a chance to multiply. Other doctors advise taking extraordinary precautions against getting bitten, especially through never sleeping except under a net; if fever develops, on the first sign of temperature, heavy doses of quinine are given, the idea being that large doses are more effective if the system is not accustomed to the use of quinine. Once contracted, fever may last for weeks if only small doses, such as five or ten grains daily, are taken. When temperature develops, a purgative should be taken, followed by quinine at the rate of ten grains an hour until at least 50 grains have been taken; the next day 40 grains should be taken, and the next day 30 grains. If taken early this treatment will probably kill off the parasites, but it is quite a strain on the system. Needless to say, people with weak hearts should not venture into malarial districts. A certain amount of daily exercise is advisable for the normally

healthy individual, despite the heat and sun, and this helps strengthen one's system against the parasites. The tropical sun, though very hot at midday and until four, is no hotter than in the United States in July - in fact, it is said that sunstroke in Brazil is unknown.

Quoting from notes made in November, Hinton was then down with malaria again having chills and fever; a blood test showed quantities of the malarial parasite. His original attack was last July - apparently contracted from exposure in June before he joined the expedition. The mechanic, John Wilshusen, contracted fever in September, and it was necessary to send him in October to Manaus to a hospital for treatment, because of a hypodermic needle puncture that refused to heal while in the forest. The greatest loss was Doctor Koch-Grunberg, who contracted fever in early September and died some ten days later at Vista Alegre, about a hundred miles below Boa Vista on the Rio Branco. Dr. Koch-Grunberg, a German, explored a great deal of this region in 1910-1913, living two years among the Indians; his published books and maps have proved very accurate and a most valuable source of information for Brazilians. He was a very unusual man, of fine character and great intelligence, and his death has been a great shock to members of the Rice Expedition. The expedition has had an unfortunate experience with fever this year. Despite the provision of the best of mosquito nets, the use of Quinine Dihydrochloride in 5 grain daily doses, and the presence of two doctors, the members have contracted fever. Both surveyors, one of the two wireless men, Dr. Koch-Grunberg, and his assistant, the pilot and the aeroplane mechanic, the launch engineer, the cook - all have had it. Furthermore, the captain and almost all the crew of the river steamer that brought the expedition to the head of steamer navigation, came down with fever, after the length of incubation period (17 to 24 days) on their return to Manaus. The worst zone of disease is the lower river; once passed, and in the mountain region, fever is not much to be dreaded. The disease, once contracted, breaks out in a patient readily from causes that are regarded ordinarily as insignificant. For instance, a certain flight by the pilot for a little over an hour at 6000 feet elevation immediately put him on his back, though the temperature was no lower than 55 degrees. However, this temperature, when one has been for many months at 85 to 95, seems very cold, and is sufficient to offer a foothold, if the system is weakened, for the malarial parasites to get to work again.

Tarantulas, scorpions and centipedes are frequent, but for the most part cause little trouble unless one squeezes them, as in putting on clothing or shoes. It pays to shake everything well. Bats are a nuisance in some places. Mequims lurk in the grass, get on one, and burrow by the dozens in the ankles and legs and die; the result is an itch that lasts for two weeks, and usually small festers. Jiggers are a little different; they wait until the feet are bared at bedtime, then jump aboard and burrow near the toes; the male produce itching; the female lays eggs and one must cut out all suspected places or he will soon be supporting a wound full of maggots.

The universal pest is the ant, which has been described as the real owner of the Amazon Valley. Ants exist everywhere - black, red and white - very small and very large. They appear in one's food always, whether in settlements or in camp. Often one puts a spoonful of native sugar into his cup, skims off the ants after pouring in a little hot water to dissolve the sugar, and then adds his coffee; after the coffee is added, the ants are not so readily seen. All food stuffs are attacked by ants; beans, meal, etc., are eaten rapidly into by weevils. It is a good policy to provide sealed containers for everything in this country, as the cost of the container is less than the food that is eaten by the insects, even though the remaining food still be cooked up.

From Vista Alegre to Santa Rosa (Boa Esperanca), a distance of over two hundred miles, the river is free from tropical forest, and in the open country large herds of cattle grazed. These are driven to Vista Alegre where they are shipped on boats to Manaus. Many small ranches appear along the banks of this open country, in strong contrast to the lack of life along the lower river and along the upper river. The cattle, while fairly healthy, are rather skinny as compared to our cattle, and their ribs show more prominently. There is not much attempt at milk production; very little is sold; the milk has not much cream. Butter is imported, though but little is used. Ice cream is unknown except in Manaus or Para where there are ice plants, and even there it is comparatively rare. The people, like the cattle, are rather skinny; fat people are the exception, though there is perhaps one fat person per hundred of population. Diseased teeth are most common; a man or woman with perfect set of teeth is really rare;

even the negro population, which usually has fine teeth, here has several missing teeth per person.

An examination of several hundred natives, and of the English colony, in Manaos, by Dr. H.W. Thomas of the Liverpool School of Tropical Medicine, showed that over 90% had hookworm, and it may be predicted that a person will surely get hookworm here in the course of time; if not from the ground, then from green food stuffs, or from other food that has been handled by hook worm carriers. Syphilis is so common among Brazilians as to cause no criticism if one is known to have it.

It is not necessary that people should be sick in these latitudes. In Manaos, only two degrees south of the Equator, Englishmen have lived from 15 to 25 years on a stretch, and these men are still apparently in perfect health. It may be noted that they exercise regularly at tennis, or rowing or soccer, and that they usually do not drink liquor to excess. Natives often get beastly drunk on the fiery "cachaa" - alcohol made from local sugar cane.

To some it would appear that this is indeed a gloomy country to live in. The exceptional people, such as certain wide awake, active Englishmen, Portuguese and Brazilians, prove that it is a good country if one lives with proper attention to his health. The water supply in general is good. The rivers are muddy and contain some vegetable matter, but the river water may be drunk, in mid-stream, safely, almost anywhere. It is very soft water, always, and in it the most ordinary soaps produce an abundant lather.

Swimming was indulged in by expedition members in certain places on the river, where natives have found it safe. In general it is unsafe, not because of the alligators, which are seldom seen on the river itself, but because of a rather small fish called the Piranhya (Spanish - Caribo) which exists in numbers, and which has the ferocious attack of a shark. Attracted by a little blood from scratch or cut on anything swimming, these razor-teethed creatures take only a few minutes to strip the flesh to the bone, on either man or beast. Natives are seen with one or more fingers missing at the first joint, bitten off by a piranhya while using a canoe paddle.

The days, though hot, are not as unbearable as many of our days in July or August, for the atmosphere has a blanket of moisture that tempers the sun's rays. The nights are wonderful for beauty; the air is often clear and the stars may be seen with the sparkle and snap that are in evidence on our coldest winter nights. The Southern Cross and Milky Way are much in evidence. Directly overhead, in November, in the hours just before daylight, is the great constellation of the Orion; this is probably the most conspicuous feature of the equatorial skies. At this time of year, of the 19 first magnitude stars, 11 may be seen at one time. The planets shine with great brilliancy. When the full moon is in the sky, a tropical night produces a fairyland of light and shadow. On the rivers the rush of waters by the wooded banks, the distant murmur of rapids or the rumble of a waterfall, the call of night birds, or even the harsh roars of the howler monkeys far inland in the jungle, add to the fascination of the scene.

Often a soft night breeze blows, and its warm breath is very pleasant when one is camping out - up to midnight. After that the temperature drops some ten degrees towards morning and a heavy dew settles on everything, so that a heavy blanket is necessary - for a person in the tropics becomes very sensitive to a drop in temperature. The mornings are usually clear at daylight, but clouds gather between eight and nine o'clock, and rain generally occurs in the afternoon.

A lightning storm at night is sometimes a curious thing to witness, for frequently there is no thunder accompanying the flashes. Lying in a hammock at night, one may often look up past the edge of his tolda, or canvas fly, and see great flashes pass from cloud to cloud, directly overhead, with no accompanying noise. In some storms, thunder is heard, but the noise is generally not so great as in storms in the States. The jungle seems to be a great muffler, both for sound and for wireless waves of long length.

The jungle teems with life, but it is mostly insect life. Butterflies and moths swarm by the thousands; some of them are huge, gorgeous creatures. Next in number, perhaps, are the reptiles, including, as well as snakes, the alligators and turtles of the stream, which live partly in the streams and partly in the jungle. Next in number are the birds; it is probable that animals come last. Monkeys, wildcats and native pigs (peccaries) are most in evidence - all rather small animals. A puma, a jaguar, gets to be of some size, as long as eight feet. The largest wild creature secured for food is the danta or tapir. One curiosity

is a rodent - a rat which grows to the size of a large dog - a hundred pounds or more.

Rubber is exported from Manaus at the rate of some 14,000 tons a year. A much smaller amount comes balata, used for belts and insulation; this is worth four times the value of rubber per kilo. Next in this line of produce comes gutta percha, used for chemical dishes and insulation, and worth about 8 times rubber, per kilo. Castanhas or Brazil nuts are exported in high quantities. These four products form the bulk of the trade. There is a growing industry from the product of the Babassu Palm. This bears from one to four bunches of nuts yearly, each bunch weighing about 150 pounds. The palms grow in countless numbers to the west and southwest of Para. The nut kernels have about 60% of an oil that is superior to copra in that it will not turn rancid nearly as quick. At present the demand exceeds the supply, for the peculiar reason that no machine has so far been designed to easily crack the shells, which are very hard - at least no machine which is portable enough to take directly into the forest, where the nuts could be shelled and only the kernels freighted out.

Hides and lumber are sent down to Para, and some lumber is exported. There are many kinds of tropical timber, mahogany and similar fine woods; some of them are very hard and capable of high polish. Saw mills are few, however. The problem seems to commence in the forest; once the trees are cut, it is very difficult to get them to water, and once in the water, they often must be floated by other timber of lower density. Rafts are floated only during the high water season. For these reasons, a floating saw-mill may prove feasible; the sawed lumber, easily handled, could be shipped down on relatively small boats.

Brazil is a great country for the politicians, who in their eagerness to secure income for themselves, have crippled some industries by over-taxing them. Needless to say, politics, for the foreigner, is a dangerous game to play. Most foreigners remain entirely neutral when revolutions arise, carry on their business quietly, and pay the established duties and taxes on their commerce. The country is rich in natural resources; business is being increased largely by foreigners, who work in many cases in the face of difficulties put in their way by the government, rather than with its assistance. Much of the capital invested in the Amazon district has come from English sources, and some from German sources. As a matter of fact, it is doubtful whether the government at Rio Janeiro really understands the Amazon; it has been thought of as a rather distant region, capable of producing large revenues through the levying of heavy export taxes. In the rubber industry, the native Brazilian really ^{pays} the tax, for the amount he gets is the London or New York market price for rubber, less the state's export tax.

The end.

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LONDON TO PARIS NIGHT FREIGHT SERVICE BY AIRPLANE ✓

It is reported that final arrangements are being made by the Imperial Airways, Limited, for an experimental night freight service by airplane between London and Paris. The machine to be employed will be a Vickers-Rolls Royce Air Express, the largest airplane of its kind in the world. The schedule gives the first night flight from London to Paris for January 15th, returning the following night. If the experiment proves successful, the night freight service will be made a regular feature of the Imperial Airways time-table, and will be followed probably by night services for passengers at a later date. In addition to the cargoes carried on the first flight, the airplane will also have on board passengers wireless experts and British Air Ministry officials.

In a speech delivered recently by Sir. Sefton Brancker, British Air Vice Marshal and Director of Civil Aviation, he gave some very interesting figures reviewing the growth and development of air transport during the past six years. He stated that during that period 62,000 passengers had been carried across the channel and 400,000 miles had been covered, during which time there had been four fatal accidents to passengers. Unreliability was said to be the worst enemy of civil aviation at present, and the reasons for this were two-fold, - weather and mechanical defects. Great attention is now being paid to stability and constant experiments are being made. He attributes most of the trouble of the Imperial Airways to water-cooling, valve trouble and oil pressure. He stated, however, that the water-cooling trouble had practically been overcome and that the other two were questions of design. The Imperial Airways, Ltd., are now on the point of changing from the wooden to the all-metal machine. He stat-

ed that the policy had been to put civil aviation on a commercial basis, and although so far the results had been disappointing, the British were nearer success in this line than any other country. The government policy is to shoulder responsibility in establishing links between the different parts of the British Empire, but the various Dominions must be absolutely responsible for their internal lines. He regarded air transport as being as necessary to the British Empire as military aviation, and aircraft industry as important as shipbuilding in the past.

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BIGGS FIELD MOVED TO A NEW LOCATION.

The 8th Battalion Engineers, mounted, are now busily engaged tearing down the hangars at Biggs Field, El Paso, Texas, incident to the removal of personnel, airplanes and equipment to Camp Biernie, located about 2½ miles north of Biggs Field. The new field is very plainly seen from the air, as there is a large balloon hangar there, now abandoned because of the fact that the balloon company formerly stationed there was disbanded.

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PARACHUTE JUMPING AT CHANUTE FIELD.

Privates John S. McConnaughey and George E. Thompson, Air Service, unassigned, completed their prescribed course in Parachute Riggers on December 24th and fulfilled all graduation requirements by successfully completing live jumps from a DH plane on that date from an altitude of 2,000 feet, piloted by Capt. Oliver W. Broberg, Director of the Department of Mechanics, Air Service Technical School. They received their training under 1st Lieut. Ivan L. Proctor, Parachute Officer, and Tech. Sgt. Harry Wilson, Chief Instructor of the Course. Both made light landings, McConnaughey dropping the greatest distance before pulling his rip cord, approximately one thousand feet.

Technical Sergeant Wilson states that since January 1, 1925, 107 jumps have been accomplished. This is a unique record for the Air Service Technical School and the Air Service at large.

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WORK OF THE SAN ANTONIO AIR INTERMEDIATE DEPOT

During the month of November the Engineering Branch of the San Antonio Air Intermediate Depot, under the direction of 1st Lieut. Clements McMullen, completely overhauled and repaired the following airplanes and engines:

Airplanes - 5 DH4M-1, 5 DH4M-2, 1 DH4BM-1, 2 VE9, 6 SE5E, 2 AT-1, 1 PT-1, 1 TW-3, 2 ML3A, 1 Douglas C-1, 1 DH4L-P-1, 1 DH4B, total 28; Engines - 34 Liberty, 36 Wright-E, 4 Wright H-3, 2 Wright-H, total 76.

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CORRECTED LIST OF EMERGENCY PARACHUTE JUMPS

In the NEWS LETTER of December 8th there appeared a list of names of persons who made emergency parachute jumps from disabled airplanes and thereby saved their lives. It was stated that, as far as available statistics showed, 23 owe their existence today to the use of the parachute.

According to a list of emergency parachute jumps furnished by the Engineering Division, McCook Field, Dayton, Ohio, the number of lives saved through the use of the parachute to date totals 23 also, but several names included in the list published in the NEWS LETTER of December 8th are omitted, and five new names are added, viz: Mr. O'Connor, Mr. Bottonfield, Mrs. McFarland, Lieut. Leonard S. Flo, and Private McGlynn.

The circumstances attending the emergency jumps of the personnel just mentioned are as follows:

Aug. 24, 1920. Mr. O'Connor of the Jahn Aerial Life-Saving Apparatus Co., was to make an exhibition leap at McCook Field to demonstrate the Jahn Chute. Before going aloft he was urged to carry the U.S. Army type chute, and after much insistence he did so. He made his leap from a USD-9 airplane from about 2000 feet, and fell about 1,500 feet, all the while trying to get the Jahn Chute to open, but to no avail. He then pulled the release ring on the Army type and

descended safely.

April 23, 1924. Mr. Bottonfield was to make an exhibition leap at Kelly Field, Texas. He was to take five chutes with him, open them one at a time, and descend in this manner. Before going aloft he was urged to take an army type chute, which he did. He made his leap and after vainly struggling with the five he had, trying to make them function, he called upon the army type, and which did not fail him. It worked perfectly and Mr. Bottonfield landed safely. (The five parachutes he had became so entangled in one another that none of them opened.)

July, 1925. Mrs. MacFarland as a passenger, in a plane flying over Grisard Field, Cincinnati, Ohio, was to make an exhibition jump with a Thompson chute. She jumped at about 2000 feet, but the Thompson chute fouled on the landing gear and did not open. (Had she remained with the Thompson chute she would have been killed when the plane landed, due to being dragged on the ground.) She pulled the rip cord of the U.S. Army type chute and descended safely to earth. It was at the instance of Major Hoffman that she wore the army chute that saved her life.

Nov. 11, 1925. Lieut. Leonard S. Flo and Private McGlynn. The account of these two jumps appears elsewhere in this issue of the NEWS LETTER.

The name of Lieut. C.H. Schildaver, U.S.N. is omitted from the Engineering Division list, it being stated that his was a premediated and not an emergency jump.

The names of Lieut. J.R. Hawkins and Peter Verlashkins are also omitted. It develops that newspaper accounts of jumps alleged to have been made by these two men were in error and that the airplane piloted by Lieut. Hawkins merely had a forced landing.

The name of Machinist Mate Taylor, U.S.N. is omitted from the Engineering Division list because of lack of evidence. The following account of this jump appeared in the November 14th issue of THE ZOOM, published weekly at San Diego, Calif., in the interests of the personnel of the Aircraft Squadrons, Battle Fleet

"Thirteen successful drops was the record of the Parachute Jumpers of the A.S.B.F. and the N.A.S. on Navy Day. The thirteenth was as unexpected as it was successful. Four thousand feet over Coronado Machinist Mate Taylor of the U.S.S. IDAHO tripped his safety belt while looping and suddenly found himself in space. Remembering his instructions, he pulled the rip cord and landed safely on the Silver Strand of Coronado."

There being no reason to doubt the authenticity of the account in THE ZOOM of the emergency of Machinist Mate Taylor, the NEWS LETTER places the number of persons saved by the parachute up to this writing at 24.

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MODEL AIRWAY STATISTICS ✓

Of the 465 flights attempted over the Model Airway during the fiscal years 1923, 1924 and 1925, 443 were completed. The total number of hours flown was 9,798, involving 797,740 miles. No fatal accident marred the operation of airplanes over the Model Airway during these three years. A tabulation furnished by the Model Airway Control Office, Fairfield Air Intermediate Depot, gives the following information for each of the three years mentioned and for July to November, 1925, inclusive, viz:

	1923	1924	1925	July to include Nov. 1925
Flights started -----	147	143	175	110
Flights completed-----	144	138	166	104
Hours flown-----	2,086	3,137	4,575	2,398
Passengers-----	128	225	342	250
Pounds Express-----	1,775	13,746	27,485	6,663
Crashes-----	3	4	7	6
Accidents-----	-	-	1	-
Fatalities-----	-	-	-	-
Flights abandoned (excluding crashes)...	-	1	-	-
Gas consumed (Gals)-----	73,730	65,989	85,692	48,887
Oil consumed (Qts.)-----	18,926	14,727	20,206	12,143
Flights cancelled-----	6	8	11	-
Forced landings-----	18	22	28	36
Miles flown-----	197,190	264,800	335,750	142,497
Delays-----	105	117	112	166

LONG DISTANCE FLIGHTS BY FOREIGN COUNTRIES

Questioned in Parliament as to what long-distance demonstration flights were carried out since the war by foreign-owned aircraft employing engines of British design, Sir Samuel Hoare, Secretary of State for Air of Great Britain, gave the following list of such flights:

<u>Date</u>	<u>Flight</u>	<u>Engine</u>	<u>Country</u>
1922			
March - June	Lisbon to Rio de Janeiro (4,352 miles) Machine was damaged beyond repair when alighting at St. Paul's Rock, after completing 2,352 miles, the flight being resumed with other machines.	Eagle	Portugal
1924			
July-October	Amsterdam to Tokio (about 10,000 miles)	Napier "Lion"	Argentina
July-Aug.	Attempted Round the World Flight. Abandoned after approximately 3,545 miles had been covered.	Eagle	Italy
Aug.-Sept.	Marina di Pisa (Italy) to Mar Chica, Morocco, about 1,000 miles.	Eagle	Spain
Oct.-Nov.	Amsterdam-Batavia (about 9,500 miles)	Rolls-Royce Eagle IX	Holland
1925			
	Toulon to Casablanca, about 1,500 miles.	Bristol Jupiter	France
Feb.-April	Brussels to Kinshasa (Congo) about 5,000 miles.	Eagle IX and Puma	Belgium
May-June	Spitzbergen, 81 deg. North and back, about 1,400 miles.	Eagle IX	Norway
June	Malmo-DeMok-Felixstowe and back, about 1,500 miles.	Eagle IX	Sweden
June-Aug.	Moscow-Pekin-Shanghai, about 5,000 miles.	Siddeley Puma	Russia

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TWO MORE LIVES SAVED BY PARACHUTE JUMPS

Lieut. Leonard S. Flo, Air Service Reserve, is the twenty-third person, and Private, 1st Class, John McGlynn the twenty-fourth to save his life through the use of a parachute. The official report covering the crash of the Thomas-Morse plane which Lieut. Flo piloted was just recently received in the Office Chief of Air Service, and the pilot's story of his thrilling experience which accompanied the crash report is as follows:

"I took off at 11:52 a.m. November 11, 1925, in a Thomas Morse Training plane P-313, which is a side by side seater with metal fuselage, for the purpose of ferrying mechanic to Fairfield. On the way to Fairfield I executed a couple of loops, machine performing satisfactorily. When within two or three miles of Fairfield at an altitude of 2,000 feet I executed a barrel roll to the right. When about half way through the roll I heard a cracking sound but thought nothing serious had happened, but machine would not respond readily to controls; in other words, would not stop on top of the roll but started into another roll. When about half way through the other roll ship answered the controls, which were over to the left. Upon answering controls ship started into a left roll, but I was able to get it righted. When I had the ship in normal flying position it had a strong tendency to go into a spin. Upon looking out over the right side I noticed that the flying and landing wires were very slack and that the top and lower wings were jammed fairly close together. Because of the fact that I was flying from the left side of the ship it was impossible for me to determine the exact extent of damage done. I assumed that the wing structure had collapsed and was slowly disintegrating. I immediately told my mechanic to jump, which he failed to do. I yelled to him to jump several times as loud as I could, and as he made no effort to get out of the ship I shook him and again told him to jump. As soon as I shook him he immediately started to climb out on the wing and after pausing on the wing for a moment he jumped.

As I started to climb out of the machine it went into a spin and I tried momentarily to get it out, but as it did not respond readily to the controls I

again attempted to climb out. Because of the spinning of the ship I had difficulty in getting out of my seat and getting onto the wing. After getting out on the wing I tried to jump but found that I was unable to jump away from the ship, being held by the centrifugal force of the spin. The ship straightened out momentarily and at that time I jumped. Witnesses on the ground said that I left the plane at approximately 400 feet. After leaving the plane I felt for the wing and it was not in its socket. I then felt along the harness on my left side and found the ring dangling on its cable. I immediately pulled the ring and the chute seemed to open immediately, landing me in a tree approximately two miles west of Fairfield. Witnesses say that the chute opened at an altitude of about 100 feet from the ground. My mechanic landed shortly afterwards a few feet distant from the place where I had landed. I left the mechanic to watch the chutes, caught a ride with a passerby going towards Fairfield, and notified McCook Field by phone to the effect that my wing had collapsed and that the mechanic and myself had been forced to jump. I then went back to find the wreck of the plane, finding it approximately one-half mile from where I had landed."

Private McGlynn's story of his experience is as follows:

"Took off from McCook Field at 11:52 a.m. November 11, 1925, as a passenger in a ThomasMorse training plane, which is a side by side seater with metal fuselage. Lt. Flo, the pilot, intended to take me to Fairfield so that I could ration with the 88th Squadron at that place. On the way over Lt. Flo looped the ship twice. When within sight of Fairfield Lt. Flo started to barrel roll the ship. While in the roll I heard a cracking sound as though wood were breaking. Lt. Flo started yelling at me but I was unable to hear exactly what he was saying. I did hear him say to jump but did not understand that he really meant for me to jump out of the ship. After he shook me and pointed out over the right side - looking out in the direction in which he was pointing - I saw that the wires were all tangled up and flapping about and that the right front strut had broken at the top and was bent back towards the rear. After noticing this I readily understood that the ship was in danger and that Lt. Flo really intended for me to jump, and so at once started to climb out of the ship. After getting out of the ship I stopped to get hold of the rip cord before jumping. I found the rip cord just as Lt. Flo again yelled for me to jump, which I did.

After leaving the ship I was thrown in a series of somersaults and did not pull the cord until I was sure that I was clear of the ship. As soon as the chute opened I started twisting around, trying to see what had become of the ship and Lt. Flo. I caught sight of the ship just as it was straightening out of a spin, and Lt. Flo jumped immediately afterwards. It looked to me as though he was down to at least 300 or 400 feet when he jumped. After Lt. Flo jumped I could see him whirling over and over. I thought that he would never be able to get the chute open in time. When he was down to within what looked to me to be about 50 feet from the ground, his chute snapped out seemingly at the instant he landed - his chute catching in a tree. I felt sure that the chute had not opened in time to check his fall without injuring him, so as soon as I landed I unsnapped my chute and started to run over to where I saw the chute hanging from the tree. When I got in sight of Lt. Flo I saw him standing back from the tree looking up at the parachute. I yelled "Are you hurt Lieutenant?" and he said "No, are you?" We then started to walk over towards the road. Lt. Flo hailed a passing car and left me to guard the parachutes, telling me that he was going over to Fairfield to report the accident."

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THE FOREIGN SERVICE SITUATION ✓

Lieutenants, especially First Lieutenants, who have had no foreign service, will all soon be due for such service. In this connection the following table is believed to be of sufficient interest to warrant publication to the Air Service:

Station	Strength Allotted	Percent of Total on F.S.	In stating preferences they were		
			1st Choice	2nd Choice	3rd Choice
Philippines	58	28%	89%	3%	3%
Hawaii	89	44%	8%	25%	13%
Panama	58	28%	3%	24%	15%
Total	205	100%	100%	*52%	*31%

*Many gave only first choice - others but first and second choice.

From the above it can readily be seen that even if it was not necessary to consider such questions as availability (student at schools, etc.) or qualifications (radio, photo, etc.) some of the officers sent to Hawaii and Iapago must be from among those who gave those stations as their third choice.

Every possible consideration is given to the desires expressed by the officers as to their preferences of station and it is regretted that it is impossible to give everybody their first choice.

The same thing applies in many cases to officers returning from foreign service. At least three-fourths of those who give any preference state that they desire station on the Pacific Coast. On account of the small percentage of Air Service officers stationed in that area it is apparent that only about one out of ten can be granted such request.

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"ED" SELECTS A 100 PERCENT ALL AMERICAN FOOTBALL TEAM

McCook Colledge,
Engineering & ft. ball.
Jan. 1, 1926

Friend Ed:

Now that the ft ball season is over it is time for I & Grantland Rice & all the rest of us ft ball experts to pick out the best players & put them together in a team & call the result an all, or 100 per % American team which would usually sound something like this -

R.E.	Hammerschlag,	U. of Wisconsin
R.T.	O'Hafferty	Notre Dame
R.G.	Castillio y'Manyana	U. of Texas
C.	Finegold	Columbia
L.G.	G.W. Lincoln	Tuskogee
L.T.	Katzuki	U. of Cal.
L.E.	Swenson	Minnesota
Q.B.	Tooting-Bottomley	Harvard
R.H.B.	Sock	Army
L.H.B.	Oof	Navy
F.B.	Smith	I.C.S.

Well Ed I dont want to say nothing vs the other experts because they have got to make a liveing & are entitled to get away with it but this year I have picked out an all american team by hand without paying no attention to all this talk in the papers abt this in that player & the etc & I am willing to back my team vs any other all american team - on paper. This team is all composed of young patriotic american boys & they are all amatures because nobody has ever offered to pay them money to play ft ball. The line up is to the viz:

R.E.	Locomotive Greene	McCook eng. coll.	'26
R.T.	Wildcat Melville,	McCook eng. coll.	'26
R.G.	Poison Whiteley	McCook eng. coll.	'26
C.	Scorpion mack Pike	McCook eng. coll.	'26
L.G.	Dockwalloper Lampton	McCook eng. coll.	'26
L.T.	Lingle, the Indiana Python	McCook eng. coll.	'26
L.E.	One round Moorman	McCook eng. coll.	'26
Q.B.	Cyclone Houghton	McCook eng. coll.	'26
R.H.B.	Bad news Woolsey	McCook eng. coll.	'26
L.H.B.	Strangler Dock	McCook eng. coll.	'26
F.B.	Red Whitehead, the Oscoda Ice Man,	McCook eng. coll.	'26

In looking over the above selections it seemed like quite a no. of the boys was from the one university & when I met President Curry incidentally on the campus this morning I asked him did he think I had favored McCook colledge too much, well he said you got to give these boys credit for something or another & I would state that judging by their records in the classrooms they had ought to be ellegant ft ball players & anyway he says what & the h--l are you doing comeing out of the cafeteria & licking soft boiled eggs off your face at this time in the a.m. & I says quick as a flash ha ha thats a good one on you maj I didnt have no soft boiled eggs but waffles & maple sirrup & he seen I had him & didnt say nothing.

Now in regards to yr correspondents all american selections, of course everybody will say who did this team ever beat & all the ans I can think up at the moment is who did any all american ever beat hey Ed. Further & more I have worked

out some plays for my team that will make them practically invisible on the grid iron. The 1st play starts out with left tackle Lingle walking rapidly across the field from W. to E. with the ball in his brief case. The opponents say to themselves oh thats only Dave on his way to the whitehouse to see Mr. Coolidge abt. something or another & the 1st thing they know Dave lays the ball down behind the astonished oppts shoul line. Score McCook 6 oppts null & time out while the nat gaurd escorts Dave over the state line.

The next inside play is pulled off when the oppts have lined up for a kick. Center mackPike says to the opp center well I see were going to have a little rain & when the poor doop looks up at the sky mack lays his head down on the ground in the place of the ball which he conceals abt his person. Due to the arrangement of the hair on macks head the opp center doesnt notice any difference & snaps mack back toward the kicker in a gracefull parabola. With proper timing mack should be light running on the confused fullbacks face & proceed from there in a gen Southerly direction laying the ball down on the oppts shoul line & continuing on over the fence & so without delay to the nearest fast freight bound elsewhere. Needless to say this play uses the element of surprise which might work either way because the opp kicker might catch mack & punt him back 40 or 50 yds & woulnt that be a hell of a surprise for mack. The game is then called off on acct of local showers of pop bottles and movable parts of the stadium score McCook 12 or 13 oppts still null.

Yrs for clean sport,
Ed.

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AIRWAYS NOTES

Five new meteorological stations for the Model Airways were authorized by The Adjutant General under date of December 31, 1925. The Signal Corps is cooperating with the Air Service to have the detachments working at Kansas City, Dallas, Muskogee, Cumberland and Uniontown by the 1st of March. In each case, except at Uniontown, the detachment will not only prepare the weather reports but will broadcast the data. No radio installation is provided for Uniontown, but the two Signal Corps meteorologists to be stationed there will furnish the service formerly given by the Bell Telephone Co. operator, telephoning the meteorological conditions to Langin Field at Moundsville, which will in turn broadcast it for Dolling and McCook Fields.

These stations have been most urgently needed since the inauguration of the scheduled Airways flights in 1922 and 1923. In the approval of the meteorological service included in the 1926 section of the 5-year Airways expansion program is seen a significant step toward recognizing the importance of providing the weather information for aeronautical operations.

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Final run has been made on three new strip maps: Selfridge-Chanute, Selfridge to Dayton, Dayton to Louisville. Strip maps are now available for all sections of the Model Airways in operation. For the purpose of determining by actual use the relative value of strip maps with and without border sketches, a reprint of the present Dolling Field-Langley Field map is being ordered without border sketches and comments of pilots using the new map will be awaited with interest.

NOTES FROM AIR SERVICE FIELDS

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

Four night parachute jumps were made recently by enlisted men of the 10th School Group Parachute Department. The powerful Kelly Field searchlight picks up the jumper as he leaves the plane and shines on him all the way to the ground. In every instance the parachutes functioned perfectly.

Two student officers of the Advanced Flying School were seriously injured in an airplane crash on December 12th, when their planes collided at a low altitude. The two officers, 2nd Lieuts. John L. Hitchings and Richard W. Gibson will both recover.

The news of the death of Capt. Harry H. Shepherd, U.S.M.C., in an airplane crash at San Diego, Calif., was a shock to his many friends at Kelly Field. Capt. Shepherd graduated with the class at Kelly Field on September 14th, 1925.

Capt. Rosenham Beam, who has just returned from a tour of foreign service in the Philippines, was assigned to the 10th School Group and has taken over the duties of Commanding Officer of the 41st School Squadron.

The following officers of the U. S. Marine Corps reported for the courses of training: Captains James C. Davis, R.J. Archibald, Robert A. Pressly, Francis P. Mulcahy, Lieuts. Joe N. Smith and W. L. McKittrick.

Congratulations are in order around the 10th School Group for Lieut. Lotha A. Smith and Lieut. F.A. Johnson, both rejoicing in the arrival of a new addition to their families, a baby boy in the case of Lieut. Smith and a baby girl in the case of Lieut. Johnson, both bouncing youngsters tipping the scales at the $7\frac{1}{2}$ lb. mark.

In a hotly contested polo match on its own field, Kelly Field went down to a 9 to 7 defeat before the first team of the 8th Corps Area on the afternoon of December 6th. Lieuts. John M. Clark and John O. Murtaugh starred for Kelly Field and Lieut. McD. Jones was responsible for the two tallies that won for the Corps. The line-up was: Kelly Field - Lieut. Y. A. Pitts, No. 1; Lieut. R. F. Stearley, No. 2; Lieut. J.O. Murtaugh, No. 3 and Lieut. J.M. Clark, No. 4. The opposing team lined up in the same order as follows: Capt. Wolfe, Lieut. McD. Jones, Capt. Hettinger and Capt. Huthstainer. The Kelly Field ladies served tea after the game.

The monthly boxing programs held at Kelly Field Gymnasium have been creating intense interest among the officers and enlisted personnel of the field. Everyone has been better than the one before. The Kelly Field Boxing Association is providing the best fighters to be had around this part of the country and the fighters of Kelly Field have shown up well in all of their contests.

Lieut. F. O. Carroll returned to the Engineering Division, McCook Field, after a year's duty with the Attack Group.

Lieut. F.M. Bartlett, Adjutant of the Attack Group for the past $1\frac{1}{2}$ years, left for his new station at Berkeley as instructor at the University of California.

Lieut. H. G. Crocker, one of the outstanding pilots of the service, received orders for France Field, Panama Canal Zone.

Lieut. Walter R. Peck, who commanded the 90th Squadron for the past year and a half, left for his new station at Schoen Field, Ft. Benjamin Harrison, Ind., where he will be engaged in Organized Reserve work.

Lieut. C. McK. Robinson returned from sick leave of absence and is again on duty as Operations Officer and Adjutant of the Attack Group.

During the absence of Major H.S. Burwell, who is now spending a three months' leave in California, Capt. J.H. Davidson is in command of the 3rd Attack Group.

Wright Field, Fairfield, O., December 31.

A Christmas luncheon was given on December 22nd by the Civitan Club of Dayton with the officers of Wright Field and McCook Field as guests. The following officers from Wright Field attended: Lieuts. C.E. Thomas, Jr., W.S. Hamlin, H.F. Rouse, Wm. J. Hanlon, M.N. Stewart, E.P. Gaines and L. E. Sharon.

Lieut. Harold F. Rouse of Langley Field reported for duty at this station and was assigned to the 88th Observation Squadron as Squadron Adjutant and Mess Officer.

The Wilbur Wright Masonic Club and the Wilbur Wright Reserve Officers' Assn., each held a meeting recently at the Officers' Club. The Masons were entertained by the Stillwater Clee Club of Dayton.

Captain Henry Pascale, Commanding Officer of the 95th Observation Squadron, has improved his spare moments by studying law, not with the intention of leaving the Air Service, but for the purpose of making himself more valuable to the Service. He was rewarded by passing the Ohio State Bar Examination, held early in December, 1 and 2, and he is now entitled to practice before any Court in the State, should he so desire. Legal talent is none too abundant in the Air Service, and Captain Pascale is now in a position to speak with authority in military courts, and to act as legal adviser to higher Commanders when such advice is needed.

Social events, appropriate to the holiday season were numerous during the past week. Several of the officers and their families visited relatives or friends at Christmas time. Those who remained, attended a dance at McCook Field on December 26. Another dinner dance, was given on New Year's Eve, at the Officers' Club at Wright Field, all officers in Dayton and vicinity being invited. On New Year's Day, Major and Mrs. A.W. Robins gave a reception for the officers and their families.

December 24 was observed as a holiday throughout the Post. The repair shops and warehouses were open to the public and many visitors availed themselves of the opportunity thus afforded to see the work of the Engineering and Supply Department. At 10 o'clock a Christmas entertainment was provided by the Wilbur Wright Welfare Association, of which Walter M. Moore was President during the past year, and E.A. Crolley, Secretary. Jack Knight is the newly elected President, and Marmahduke Merrick is the new Secretary-Treasurer. A committee, of which E.H. Egelkraut was chairman, arranged the Christmas entertainment, which consisted of songs by the Wilbur Wright Quartet, impersonations and radio broadcasting by hidden performers, followed by dancing.

Brooks Field, San Antonio, Texas, December 15th.

Major Royce returned from Washington where he was called to testify before the Courts-Martial trying Colonel Mitchell. This was the Major's second trip to testify before the Board.

Lieut. Hoag of the Chief's Office went through here the past week on his way from California to Washington. He had gone to the Douglas factory to get one of the new Douglas observation ships and was flying it back to General Fechet. General Fechet is expected to be here himself soon on a tactical inspection.

Major Fleet, of the Consolidated Aircraft Corporation at Buffalo, makers of the PT-1, is here on a visit to get what points he may be able to find on our new training ship. Any changes he may find advisable will be incorporated in the new PT-1's his factory is making at the present time. What few crack-ups we have had with them show weaknesses that can not be known otherwise and it is to learn first hand just what these weaknesses are that is responsible for Major Fleet's presence.

Captain Ben Giles, who went through the training school here a couple of years ago, is here for a few days of his leave and is going to spend most of his time hunting. Captain Giles is stationed at Fort Leavenworth and came down on the Airways.

The biggest buck deer of the season was bagged this past week end by McKinnor. He got a 200 lb. ten point buck. Lieutenant Owens went down to Fort Ringgold and got a four point 140 lb. buck. Owens reported seeing 23 deer on the trip home, 15 of them being in one drove. The nearness of darkness kept him from bagging another one. No one was with Owens, so though he can't prove his story neither can we disprove it.

Major Kerns, stationed at Kelly Field and on leave at the present time, recently stationed here temporarily, will be stationed here permanently on his return from leave.

We are glad to hear that Lieutenants Gibson and Fitchings, students at Kelly Field, who recently graduated from the Primary School are improving after their recent crashes. Fitchings is coming along nicely and though Gibson lost an eye and was badly banged up, he is also commencing to improve.

Good flying weather has been holding up remarkably well so far, hardly a day having been missed. Flying time for the past week was as follows: Daily aircraft hours 821:00, daily man hours 1298:25, daily cross-country hours 77:00, daily cross-country man hours 148:10.

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

95th Squadron

A lot of flying was done by the personnel of this squadron during the past week, mostly along testing and experimental lines. Lieut. Alkire took our super-

charger to 20,500 feet and reported that he would have gone higher but for the intense cold and the fact that an eighty mile an hour gale was carrying him far off shore.

Our dual bomber was used in giving instructions to students of the A.S.T.S. and various day and night missions were flown for anti-aircraft machine gun battalions at Fort Monroe.

The hunters were out in force lately but report only average luck; fowl especially have been very scarce, due to the absence of really cold weather further north. (Undoubtedly they also know better.)

20th Squadron

This squadron completed its annual test on the target range and some very good scores were recorded for our marksmen. First Sgt. Reynolds, Master Sgt. Salansky, Tech. Sgt. Jewell, Privates Betso, Fox and a number of others won for themselves the coveted title of expert pistolman while the sharpshooters are too numerous to mention. Many others attained the degree of Marksman and it is easy to see that the 20th Squadron is a straight shooting bunch of fellows.

The squadron basket ball team has been hard at work for the past week. Sgts. Avaritt and Martin, two of our veterans of that game, consented to lend their aid that the 20th may be doubly sure of going over the top and walking home with the scalps of the unwary. It is predicted that the sage counsel, together with the vim and vitality of these two vets, will be a great help to our fiery young athletes.

50th Squadron

A great sorrow has come upon this squadron through the most regrettable death of Sgt. Jesse Deford who was killed in an airplane wreck at Lore, Ohio, several days ago. A star of the diamond and gridiron, Jesse was well known by nearly every one at Langley Field and well liked by all who came in contact with him. Coming from an humble town in North Carolina, Jesse rose from the ranks and in a short time attained the height of Sergeant through his sheer pluck and extraordinary ability.

Langley Field mourns and bows to the inevitable but glories in the name of a man who was an honor to the Air Service and who was called upon by God to make the supreme sacrifice for the cause, not amid the turmoil of battle or victorious grandeur of conquests but in the humble discharge of his duties.

59th Squadron

This squadron has lost its First Sergeant. Not that we cannot get another but this was Jerry! With tears in his eyes and a lump in his throat that insisted on staying there, Sgt. Jerry Grabenzeh made his farewell speech to the boys at dinner and turned his steps homeward, after thirty years of faithful service in the Army. Jerry liked the boys and the boys liked Jerry, but when the parting comes we all feel a tug at the heart although we know it must be so. As Jerry remarked before going, "I don't retire often, but when I do, oh boy!"

Crissy Field, Presidio of San Francisco, Calif.

A flight was recently sent to Monterey, Calif., to take part in the Commanding General's Tactical Inspection of the Cavalry and Field Artillery Regiments stationed there. The flight was composed of Major D. C. Emmons, Captain John W. Signer, First Lieuts. C.V. Haynes, A.W. Marriner, J.W. Benton and W. R. Taylor. During the maneuvers, successful radio spotting was done for the Field Artillery and successful problems were worked with the Cavalry. Taylor made an aerial photographic record of the maneuvers.

First Lieuts. C.V. ("Deacon") Haynes and John W. ("Balden") Benton returned from Langley Field, Va., having made fifth place in the Annual Air Gunnery and Bombing Matches. Almost immediately, scented letters addressed to the "Deacon" began to arrive from "all points East". It must be grand to be so "faskinating."

Crissy took part in various "Amstice" celebrations. A flight of seven ships participated at Clover Field, Santa Monica, California, near Los Angeles (and Hollywood) in a celebration. The Crissy flight gave a formation and bomb-dropping exhibition. Those participating were Lieut.-Colonel F.P. Lahm, Air Officer, 9th Corps; Major D.C. Emmons, Commanding Officer, Crissy Field; Captain J. W. Signer, First Lieuts. Walter Miller, Warren A. Maxwell, John W. Benton, Frank D. Hackett, Master Sgt. Thomas J. Fowler and Staff Sgt. Donald A. Templeman.

They all stopped at the Christie Hotel in Hollywood and a good time was had by all. First Lieut. C.V. Haynes, with the Reserve Officers and their trusty "Jennies" participated in the celebration at Modesto, Calif., First Lieut. W.R. Taylor and Staff Sgt. C.B. Guile went to Sebastapol for an American Legion Convention. Sebastapol was formerly (?) one of the greatest wine-making centers in the country. The remaining pilots at Crissy flew a formation over San Francisco on Armistice morning, extending over a minute of silence in the great City during which all business and traffic stopped, and people of all races and creeds stood with bared heads in a few minutes of reverence and prayer for those who had passed beyond in the World's greatest War.

Chanute Field, Rantoul, Ill., December 31.

First Lieut. Frank M. Paul was assigned to the A.S. Technical School on Dec. 23rd and appointed Post Signal officer.

First Lieut. Perry Wainer was granted a five day leave of absence from Dec. 24th; 1st Lieut. James A. Woodruff, 10 days, that date, and 1st Lieut. Wm. R. Sweeley five days.

The officers, their families and friends enjoyed a fancy costume dance at the Officers' Club on the evening of Dec. 31st.

First Lieuts. W.S. Sievert (Chicago) Carl V. Vickery and Wilfred B. Warde, (New York City) all of the Reserve Corps, Air Service, completed their course of instruction in Communications and returned to their homes Dec. 31st.

Lieut. McCormick and Corp. Weir arrived from Brooks Field, Texas, Dec. 27th in a DH; Lieut. Van Zandt landed Dec. 28th from Bolling Field, D.C., in another DH; Lieut. Lawrence, ferrying a student passenger from Brooks Field, Texas, arrived on the 27th; and Lieuts. LaMont and McAllister, flying from Selfridge Field, Mich., to this station with too much H2O in their carburetor had a forced landing between Henning and Jamesburg, Ill., cracking a landing gear fitting. Repairs were made on the 29th.

A get-together Smoker and Song Fest was held in the Recreational Center Dec. 30th for the enlisted personnel by Captain Fletcher.

2nd Lieut. James H. Fitzmaurice, who has been on detached service at Chattanooga, Tenn., since last July on an aerial mapping project, returned to Chanute Field Dec. 25th.

Leaves of absence were granted the following named officers: Maj. Wm. C. McChord, 7 days, Dec. 24th; Capt. James F. Moriarity, U.S. Marine Corps, 10 days, Dec. 24th; 1st Lieut. Raphael Baez, 7 days, Dec. 25th; 2nd Lieut. Stewart W. Towle and Robert L. Brookings, seven and ten days leave, respectively, on Dec. 25th.

San Antonio Air Intermediate Depot, San Antonio, Texas, December 10th.

Several hunting parties, composed of commissioned and civilian personnel of the Depot, have been on hunting trips to date, all reporting a very enjoyable time and bringing in well-filled bags, the contents of which included some very fine buck deer and turkey gobblers.

Capt. Edward Laughlin, Lieuts. Cover and Sharon, and Mr. Kennedy, of the Fairfield Air Intermediate Depot, were guests of this Depot during the latter part of November.

1st Lieut. Norman D. Erophy reported for duty here after an extended leave of absence on completion of his tour of foreign service and assignment to this Depot from the Philippine Department.

During these days of aerial activity and Christmas tide, the daily mails reaching headquarters contained specimens that are somewhat out of the ordinary, and they are included here for what they may be worth to other stations receiving such requests --

"Memorandum to the C.O., S.A.A.I.D.

Dec. 25, 1925.

Sir:

I just read in the newspaper this morning that the Sheriff is going around making every man pay a tax called Pole Tax and it amounts to \$2.

I would like to ask you, Sir, to please send me a little note, so I can show the Sheriff when he asks me, and to save this \$2. as I am not a Pole, but was born in Czecho-Slovakia, and not in Poland.

I thank you very, very much, Sir.

Yours,

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I would like to ask you, Sir, to please send me a little note, so I can show the Sheriff when he asks me, and to save this \$2. as I am not a Pole, but was born in Czecho-Slovakia, and not in Poland.

I thank you very, very much, Sir.

Yours,

John Brosowski."

"Denver, Colorado.
December 22, 1925.

"Commander, Air Repairing Depot,
San Antonio, Texas.

Dear Sir:

I beg to be granted the liberty of addressing you with regard to a matter of great importance to me.

I am a member of an old Spanish family, by name of Petot, and myself and father have been trying for the past seven years to trace our family tree and the origin of our family name Petot.

I am reliably informed that you have certain parts of an airplane bearing the same name and called Petot tube. All our family are long, lean, and of thin structural body, and I have been told the tubes you use are of the same type and bear the same name as ours, so I thought that you would be kind enough to look up the matter and let me know why and how it came about these tubes are also called Petot - and it may be you can give me valuable information that will explain the origin of our family name.

Some day, if our crop of oats turns out all right and we get a good price, I hope to take a trip to your Alamo City. I have always wanted to ride in an aeroplane, although I once had a ride in the circling aeroplanes at our county fair, where we only had to pay a nickel for a ride of ten minutes. I enjoyed it and did not even get dizzy and Ma says she thinks I would make a natural aviator.

I will surely appreciate your kindness for any information you can give me about the name Petot.

Yours truly,

Don José Petot."

"HI - UP MANUFACTURING CO.
DALLAS, TEXAS.

Dec. 27, 1925.

"Commanding Officer,
Air Intermediate Depot,
San Antonio, Texas.

Dear Sir:

Your attention is invited to a pair of our Aviator's Anklelets and Foot Warmers, which we have sent you this date, by prepaid express, and ask that you carefully inspect same and give them a practical test and trial.

We understand aviators are particularly affected by cold feet during these days, and inasmuch as our product is constructed of a specially selected wool and felt fibre, believe you will find these will meet this condition fully. In addition, thought has been given to the possibility of the "chill" running up toward the base of the spine. To meet this condition, anklelets of warm downy fleece have been added and we are confident you will find this added feature of great benefit.

We are prepared to offer these "cold feet" protectors at a price of \$31.70 per dozen, and can make shipment within twenty-four hours after receipt of order.

We ask that you give this article a fair and impartial trial and test and shall be anxiously awaiting receipt of your report on the subject.

Yours truly,

HI-UP MFG. CO.

By: John Heat,

Manager."

Hdqs. 2nd Div., Air Service, Biggs Field, El Paso, Texas, Dec. 20th.

Notice was received from the Chief of Air Service that three of the new type Douglas C-2A Observation planes were assigned to the 12th Squadron. Naturally everybody is very keen for them and looking forward to their arrival, sometime in January, with great anticipation.

During the last ten days all flyers here were chiefly engaged in bombing and gunnery practice. In the bombing practice the Camera obscura was used with very good results. Bombing training was made from an altitude of between 3000 to 8000 feet.

Lieuts. Ferrin and Fey of Brooks Field arrived here December 19th enroute to Yuma, Ariz., where Lieut. Fey will await the arrival of a ship from Rockwell Field for ferrying to the west coast. They left for Yuma on the morning of December 20.

Sgt. A.S. Farrar, 12th Obs. Squadron, our well-known parachute jumper, was honorably discharged Dec. 10th on account of expiration of service and re-enlisted the following day.

Lieuts. A.S. Herfley and Park Holland, of Kelly Field, were week-end visitors Dec. 12th. They returned to their home station on Dec. 14th.

The following men, discharged per expiration of term of service, re-enlisted in the 12th Squadron: Pvt. Johannes Nielson, John Allen (now attending a course of instruction in Radio School at Air Service Technical School, Chanute Field), John F. Ryan (from Cavalry).

Furloughs were granted the following enlisted men: Pvt. 1st Cl. James M. Dryden, Chas. H. Oseland and Corp. George L. Beeman, 3 months; Staff Sgt. Fred O. Tyler, Pvt. Paul W. Braswell, Master Sgt. Edmund H. Thile and Pvt. Herbert M. Blase, 15 days.

WAR DEPARTMENT ORDERS AFFECTING AIR SERVICE OFFICERS

Changes of Station: Following officers, upon completion of tour of duty in Philippine Department, to take station at places indicated: Captain Earl H. DeFord to Middletown Air Intermediate Depot; 1st Lieut. Omer L. Niergarth to Fairfield Air Intermediate Depot; 1st Lieuts. Paul L. Williams, Harold W. Beaton to Langley Field; 1st Lieut. Mark H. Redman to Chanute Field; 1st Lieuts. Clarence R. MacIver, Wm. M. Lanagan and D.H. Dunton to Kelly Field; 1st Lieut. Guy Kirksey to Office, Chief of Air Service, Washington; 1st Lieut. George H. Beverley to Brooks Field, San Antonio, Texas; 1st Lieut. Howard Z. Bogert to McCook Field, O.

1st Lieut. Harold R. Harris, upon expiration of present leave, to Kelly Field, Texas.

Capt. Wm. O. Butler from Brooks to Kelly Field for observation training.

1st Lieut. Edward M. Morris from Maxwell to Langley Field.

2nd Lieuts. Henry G. Fisher and John P. Kirkendal from Advanced Flying School, Kelly Field, to Scott Field, Ill.

Capt. Wm. C. Ocker from Rockwell Air Intermediate Depot to Crissy Field.

1st Lieut. Edwin R. McReynolds from Bolling to Langley Field.

Following officers, upon completion of tour of duty in Panama Canal Zone, to proceed to stations indicated: 1st Lieut. Walter H. Reid to Fairfield Air Intermediate Depot; 1st Lieut. Everc Abbey to Langley Field; 1st Lieut. Wm. W. Welsh to Langley Field; 1st Lieut. Edgar T. Selzer to Brooks Field.

Following officers, upon completion of tour of duty in Hawaiian Department, to proceed to stations indicated: Major Arnold Krogstad to Tactical School, Langley Field; Capts. Donald P. Muse and Chillion F. Wheeler to Bolling Field; 1st Lieut. Frank B. Tyndall to Curtiss Plant, N.Y.

2nd Lieut. John K. Nissley (Langley Field) and 2nd Lieut. Oskar P. Hebert (Aberdeen Proving Grounds) to sail for Hawaiian Department on or about April 22.

1st Lieut. Orin J. Bushey (Scott Field), 1st Lieut. Richard K. Lebrou (Middletown Air Intermediate Depot), 2nd Lieut. Robert B. Williams (Mitchel Field) to sail for Panama Canal Zone on or about May 13, 1926.

1st Lieut. John A. Macready (McCook Field) to Panama Canal Zone March 18.

Major Byron Q. Jones to report Feb. 1st for temporary duty at Army Industrial College, Washington, D.C.

2nd Lieut. Hubert W. Ketchum, Jr. relieved from training at Brooks Field and attached to duty with 2nd Division, Ft. Sam Houston, Texas.

Captain Oliver P. Echols from Bolling to Office, Chief of Air Service.

Captain Charles T. Phillips, Instructor Maryland National Guard, to duty in office, Chief Militia Bureau.

Resignations: 2nd Lieuts. Alexander G. Greig and John A. Austin.

Leaves of Absence: 1st Lieut. Earle G. Harper, 2 months, upon arrival in United States from Philippines.

1st Lieut. Ashley C. McKinley, 2 months from January 1st.

Transfers: 2nd Lieut. Thomas Elton Smith to Field Artillery and 2nd Lieut. Judson MacIvor Smith to Infantry, Dec. 23rd, both for duty with 2nd Division.

2nd Lieut. Robert E. Burns to Signal Corps Dec. 18th and for duty with 2nd Division.

2nd Lieut. John O'Day Murtaugh to Infantry, Dec. 18th, and for duty with 2nd Division.

2nd Lieut. Walter W. Hodge to Corps of Engineers, Dec. 24th.

Appointments: Capt. Harrison W. Flickinger Constructing Quartermaster at Middletown Air Intermediate Depot in addition to his other duties.



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The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard and others connected with aviation.

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LIEUT. MACREADY'S ALTITUDE FLIGHT

Lieut. John A. Macready's official report on his attempt to break the existing altitude record held by Callizo, the French pilot, was just received, and it will be noted that a mechanical breakage in the supercharger apparatus resulted in his airplane reaching its ceiling at 35,900 feet, over 3,500 feet short of his objective.

A rather startling piece of information embodied in the report is Lieut. Macready's statement that at 35,000 feet the temperature was minus 62 degrees Centigrad, that at 35,500 feet that temperature had dropped five degrees and apparently was slowly dropping when the ceiling of the airplane was reached. Since it is the generally accepted belief that cold becomes more intensified as higher altitudes are reached, the drop in temperature described by Lieut. Macready would appear to give rise to much speculation on atmospheric conditions at high altitudes.

The official report is quoted below, as follows:

"In an attempt to break the world's altitude record of 39,586 feet, the supercharged XCO-5 was climbed to its ceiling on January 29, 1926. A calibrated altitude of 35,900 feet P.A.I. was obtained.

Zero altitude was obtained in the supercharger to an altitude of 24,500 feet. On previous attempts for a world's record with other airplanes, zero altitude had been obtained to an altitude of 33,000 feet. The r.p.m. at 25,000 feet was 1720. At 35,000 feet it was 1620.

As on other flights a critical point in the supercharger was noticed. This critical area occurred at approximately twelve thousand feet. A movement of the supercharger throttle of 1/16 of an inch would cause an uncertain building up of supercharger pressure which would sometimes surge to 1000 feet below zero from a starting point of 3000 feet above zero.

At 24,000 feet the supercharger throttle was moved forward about one-half inch with but little gain in supercharger pressure.

A gain in altitude of 11,000 feet was obtained after the supercharger limit had been obtained. This indicated that the wing cellule of the XCO-5 had much better climbing characteristics than other planes which have been used.

The airplane is now an excellent high altitude photographic airplane. The bad features of balance have been corrected and, although the handling and landing of the airplane is somewhat different from other airplanes, it is not difficult to handle. Much value will later be obtained from this airplane, both as a flying laboratory to acquire information on superchargers and equipment and as a high altitude photographic airplane. It is predicted that this airplane will many times repay its cost of development through information which can be obtained through its use.

The air-tight front cockpit protected the pilot from the frigid drafts of cold air. The system used in lining this cockpit is excellent. It is recommended that it be adopted and used on other airplanes where cold is a factor to contend with.

The cockpit heater was very satisfactory. When climbing at low altitude the pilot, on a day when the temperature is comparatively high, would become uncomfortably warm. At high altitude the heater supplies the cockpit with sufficient heat to prevent any chance of the hands becoming frozen, in fact the pilot did not suffer from exposure to the cold on the climb even though the outside temperature was 62° C. at 35,000 feet. When the engine is throttled the cockpit becomes very cold, although the felt insulation of the cockpit prevents the extreme hardship of previous flights.

A cold draft comes through the venturi of the heater at the front of the exhaust manifold when the engine is throttled. More heat would come into the cockpit if this were closed, but with the protective clothing that the pilot wears this cold is not dangerous and I do not believe that there is any likelihood of the pilot's hands becoming frozen or frost bitten as long as the engine is functioning.

The oxygen system is practically the same as I have used on previous extreme altitude flights, and was satisfactory. Liquid oxygen is used with two flasks of gas as an emergency system.

The temperature at 35,000 feet was 62°C.; at 35,500 feet the temperature had dropped to 57°C. and apparently was slowly dropping when the ceiling was reached.

It was found on inspection that the intercooler had cracked. The crack was about four inches long and 1/8 inch in width, and probably accounted for the lack of supercharger capacity."

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NEW AMBULANCE AIRPLANE FOR KELLY FIELD, TEXAS

The new ambulance airplane for the Advanced Flying School arrived recently at Kelly Field and overhaul work was started preparatory to placing it in active service. The ship is equipped with two hospital beds in the fuselage back of the pilot's cockpit. By the side of the beds is a seat for the medical attendant and a cabinet for medical supplies. The ship closely resembles the Douglas Transport in appearance except that it has a differently shaped nose and is painted a silver color with a red cross on the side. It is designed for use in ferrying injured personnel from wrecks to the field hospital, and is built so that it can land and take off in small fields. It was ferried from McCook Field to Kelly Field by 1st Lieut. L.J. Carr, who with Lieut. J.M. Weikert flew to Chanute Field in a Douglas Transport to carry enlisted men to the Air Service Technical School, thence to McCook Field to receive the new plane. Lieut. Weikert flew the Transport back to Kelly Field.

Since the Douglas Hospital airplane arrived at Kelly Field it has gone into action twice. It was given its first practical test on January 13th when it carried Cadet J.A. Muffat of Brooks Field to a hospital after he had been seriously injured in a crash. Kelly Field was notified immediately after the crash and Captain McDaniels, officer in charge of training in the Air Service Advanced Flying School, took off at once in the new plane, accompanied by Captain Lewis, Flight Surgeon. Capt. McDaniel landed the ambulance near the wreck. Cadet Muffat was placed on a stretcher and laid in the plane, and twenty minutes after he had crashed he was in the Brooks Field hospital. Officers of Brooks Field said that it would have taken at least an hour to have brought him there in a motor ambulance.

The ambulance plane was rushed to Devine, Texas, on January 20th to bring back Cadet Ernest Stoelting, whose plane crashed at that place. Lieut. Carr piloted the plane and was accompanied by Capt. Brown, Flight Surgeon. Record time was made from the scene of the crash to the base hospital at Fort Sam Houston, Texas.

Both cadets will recover.

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FLYING TO THE PACIFIC COAST UNDER DIFFICULTIES

Old man Job did not have a thing on the six Kelly Field flyers who set out for the Pacific Coast in a Douglas air transport for the purpose of ferrying back Douglas O-2 observation planes from Santa Monica, Calif. The first mishap occurred when the transport was forced down near Alpine, Texas, with a broken connecting rod. Sergeant E.F. Mendell, ferrying a new motor for the transport, in a Martin Bomber, was forced down the next day at Sanderson, Texas, due to motor trouble. He sent the new motor on to Alpine by truck. Two days later, Friday, Lieut. G.E. Rice flew to Sanderson with two new cylinders for Sergeant Mendell's ship, but found that a new engine would have to be installed. Although the new motor reached the transport at Alpine, it was found that a new propeller would be required before it would be able to take off. Flying Cadet Nelson took off from Kelly Field Saturday with a new propeller for the transport, but was unable to find the ship and was forced to return. On Sunday, however, however, Cadet Nelson again took off with the propeller and located the transport, and shortly thereafter it proceeded on its way to Santa Monica. Lieut. D. J. Canfield, flying a Martin Bomber, ferried a new motor to Sergeant Mendell at Sanderson on Saturday.

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CONSOLIDATION OF ACTIVITIES AT KELLY FIELD

The NEWS LETTER Correspondent from Kelly Field, Texas, believes that an important step has been taken toward the betterment of the organization of that field by the promulgation of General Order No. 1. By the terms of this order all permanent activities at Kelly Field become consolidated under the title "The Air Service Advanced Flying School, Kelly Field, Texas." This should result in a saving of overhead, a keener perception of the mission of Kelly Field and a concentration of effort on the part of all personnel toward making the Advanced Flying School the best of its kind in the world. The consolidation of all combat troops stationed permanently at Kelly Field under the "School Troop Division" will result in no physical change in the status of any unit at Kelly Field. At present the only troops in the School Troop Division consist of the 3rd Attack Group. Its tactical integrity continues unchanged. The 10th School Group remains what it in effect has always been; i.e., a School Detachment. The organization of the "Academic Division" should enable personnel wholly engaged in the instruction of student flyers to be so identified and the proper cleavage made between purely academic work and routine administration. There has ever been apparent the necessity for a central control of all "operations" at Kelly Field. It is believed that the "Operations Officer" functioning under the new arrangement will necessarily become thoroughly cognizant of the details pertaining to the curriculum, and a better coordination and control of all "operations" is made possible. The "Services", which comprise all auxiliary agencies necessary to the efficient administration and supply of any Air Service Flying Station, now become a "Division" instead of a part of what has heretofore been known as Post Headquarters. It should be borne in mind that "Post Headquarters" ceases to exist. Instead, we have "Headquarters, The Air Service Advanced Flying School." It is hoped that the coming years will see housing facilities made available to fit the organization brought to life by General Order No. 1. When that time arrives, separate buildings will no doubt shelter separate activities. Until that time does arrive, temporary expedients will have to be adopted to meet the new organization.

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NIGHT PARACHUTE JUMPING AT KELLY FIELD

Four enlisted men of the Air Service, who recently made night parachute jumps at Kelly Field, San Antonio, Texas, relate their experiences as follows:

Private 1/Cl. Alford B. Goff, 10th School Group Parachute Department.

"I took off for a night parachute jump at 9:30 P.M. in a DH-4B plane piloted by Lieut. E.W. Dichman. We took off southeast of the Post Operations Office at Kelly Field, going over Duncan Field and making a circle, coming back over Kelly Field down the line of hangars. After attaining an altitude of 2,500 feet, we turned due east, going over the Pistol Range and then I jumped from the right side of the plane. The chute opened immediately and I made a perfect landing opposite hangar #20."

Private 1/Cl. Willis E. Miller, 10th School Group Parachute Department.

"I took off for a night parachute jump at 6:30 P.M., in a DH-4B plane piloted by Lieut. C.E. Duncan. After gaining an altitude of 2,500 feet, as previously agreed upon, Lieut. Duncan turned the plane to head south, bearing to the east so as to pass as near as possible over the landing light. It had been agreed that Lieut. Duncan should fly into the beam of light, cut the motor, and then I would jump, but due to it being Lieut. Duncan's first experience in piloting for a jump, only our wing tip hit the light beam and I jumped in the darkness. My parachute functioned perfectly and I made a perfect landing on the flying field."

Private Walter L. Robbins, 10th School Group Parachute Department.

"Being equipped with a duplex training type of parachute and with Lieut. C.E. Duncan as pilot, flying a DH-4B we taxied out into the light at 9:00 P.M. and took off, circling around over the A.I.D., when the searchlight found us and continued to reflect on the ship. Heading toward the field and getting over the line of hangars between Nos. 3 and 4, at an altitude of 2,500 feet, I got up and prepared to jump. I signalled Lieut. Duncan to close

the throttle and then I jumped, falling about 100 feet before pulling the rip-cord. The chute opened immediately and drifted me away from the field. I flashed my flashlight several times, as a signal that all was well, and then the big searchlight was shining on me all the time until I was within 100 feet of the ground. I unbuckled the harness and flashed my light down to see where I was going to land. I landed on the paved road about halfway between the guard house and the gas station. I was gathering up the chute when the ambulance drove up."

Corporal Frank L. McCune, 10th School Group Parachute Department. "I took off for a night parachute jump at 9:15 P.M. in a DH-4B piloted by Lieut. L. J. Carr. We took off south of the Post Operations Office, circling over Duncan Field to the north of Kelly Field, turning and flying directly over the searchlight due south. Already having 2,500 feet altitude and getting the signal to get ready, I got up in the seat with one foot on the cowling and with the next signal I left. The chute functioned perfectly and the big searchlight followed me to the ground. I landed on the flying field."

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AIR SERVICE OFFICERS DETAILED TO GENERAL STAFF

The War Department announcement of General Staff assignments for 1926 contains the names of three Air Service officers, viz: Lieut.-Colonel Roy C. Kirtland, Major Joseph T. McNarney and Major John D. Reardan. Lieut.-Col. Kirtland will report to the Chief of Staff, War Department, Washington, D.C., upon completion of the present course of instruction at the Army War College, Washington Barracks, D.C.; Major McNarney, of the Command and General Staff School, Fort Leavenworth, Kansas, will report on July 1, 1926; and Major John D. Reardan, a student at the Army War College, will report on August 15, 1926.

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BUILDER OF MARTIN BOMBER VISITS KELLY FIELD

Mr. Glenn L. Martin, organizer of the Glenn L. Martin Company (builders of the Martin Bomber), accompanied by Mr. Lasciter C. Milburn, Engineer for the above Corporation, visited Kelly Field recently and interviewed pilots and bombers with the object of getting personal opinions regarding changes desired in the present type of bombing plane, this with the ultimate object of designing a new bombing plane for the Army Air Service.

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RADIO COMMUNICATION BETWEEN PLANE AND BROADCASTING STATIONS

A Martin Bomber from Kelly Field, Texas, recently maintained successful radio communication on a flight to Dallas, Texas, the signals being reported as strong from the plane at Dallas as when checking out of Kelly Field. Upon the return trip, broadcasting stations WFMA - Dallas, and WBAP - Fort Worth, were heard very distinctly until well south of Waco, a distance of about 100 miles. Fort Crockett radio station, at Galveston, reported the signals as being clear throughout the entire trip.

The personnel for the trip were Lieut. I.J. Williams, A.S., pilot; Lieut. W.R. McKinnon, Q.M.C., passenger; Private Martin, radio operator, and Private Valliquette, mechanic.

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AIRSHIP TA-5 MAKES ALTITUDE FLIGHT

The Airship TA-5, which was recently received and erected at Langley Field, Va., was given a test flight on January 7th. Later in the day an altitude flight was made to a ceiling of about 5,000 feet. The ship was flown by the officers of the 19th Airship Company practically all day to make adjustments and changes preparatory to the final tuning of the ship for service.

This type of airship is a one-man controlled ship which all airship pilots must first master before being instructed in the large dual controlled ships.

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REVOLVING BEACON AT LANGLEY FIELD AGAIN IN COMMISSION ✓

The revolving beacon on top of the Hangar roof at Langley Field, which has been out of commission for several months; is again in good working order and can be easily seen quite a long distance from the field.

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OLD TIME CIVILIAN FLYING INSTRUCTOR VISITS BROOKS FIELD

Joe Lievre, the famous civilian instructor of Kelly Field in 1917-18, was a recent visitor at Brooks Field, Texas. Many of the old timers probably still have vivid memories of Joe and his methods of instruction. Joe has just returned from Mexico where he has been instructing in flying for the past six years, and has many strange and interesting tales to tell in his own uniquely funny way. He is intending to open a flying school in the vicinity of San Antonio in the near future.

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DUNCAN FIELD OFFERS COMFORTS FOR VISITING FLYERS

Visiting flyers may now alight at Duncan Field, San Antonio, Texas, with every assurance of finding a haven of rest and comfort. There has just been completed a building composed of seven sets of bachelor quarters, equipped with all modern conveniences, where the tired traveler of the air may find rest and comfort.

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FLYING TIME RECORDS AT BIGGS FIELD, TEXAS

Flying time charts and statistical charts covering the work performed by all officers permanently stationed at Biggs Field, El Paso, Texas, and all Reserve Officers attached to that field for their training periods during 1925 indicate an unusual increase in aerial activity over previous years at this small Air Service station. Eight flying officers permanently stationed at this field and 25 Reserve Officers training there during the year had 3,579 hours and 13 minutes in the air, covering twenty different kinds of flying missions, without a single accident. The greatest amount of time in the air is held by the following officers:

Second Lieut. Ray H. Clark	586:25
Staff Sgt. Fred I. Pierce, 12th Obs. Squadron	492:30
2nd Lieut. Lloyd E. Hunting, A.S.	468:43
Staff Sgt. Fred O. Tyler, 12th Obs. Squadron	374:11
1st Lieut. L. D. Weddington, A.S.	357:15
1st Lieut. Charles Douglas, A.S.	330:56
1st Lieut. Guy H. Gale, A.S.	318:10

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ACTIVITIES AT SAN ANTONIO AIR INTERMEDIATE DEPOT

During the month of December, 1925, the Engineering Department of the San Antonio Air Intermediate Depot, under the direction of Lieut. Clements McMullen, overhauled and repaired the following airplanes and engines:

Airplanes - 4 DH-4M, 8 DH-4M-2, 10 SE-5E, 4 MB-3A, 2 TW-5, 1 TA-6, 1 VE-9, 2 DH-4B, 1 DH-4B-1, total 33; Engines - 43 Liberty, 9 Wright-E, 2 Wright-H, 3 Wright-H-3, total 57.

It has been decided to reduce the space occupied by the Depot Supply Office fully fifty percent. Work was begun, and the partition which will cut down the size of the war-time office is well under way. The office personnel is now located in the west end, while the east end of the old office will be used for storing Air Service clothing. This change will effect a considerable saving in space, light and heat.

"BUSY!" - That's the word that the personnel of the Receiving and Shipping Department is well acquainted with. The following data show just what has happened in this department during the first half of the Fiscal Year 1926:

<u>Total Outbound Shipments for Six Months ending Dec. 31, 1925:</u>			
Freight -----	128 Shipments	--	517,495 pounds
Express -----	22 Shipments	--	1,652 "
Parcel Post -----	77 Packages	--	1,593 "
Local Delivery -----	956 Shipments	--	1,141,500 "
<u>Total Shipments Received during six months ending Dec. 31, 1925:</u>			
Freight -----	331 Shipments	--	2,511,053 pounds
Express -----	30 "	--	2,868 "
Parcel Post -----	91 Packages	--	859 "
Local Receipts -----	682 Shipments	--	1,156,332 "

Upon a recent inspection of airplane main gas tanks in this Depot, it was found that they had begun to rust around the soldered or welded fittings. The following method has been taken to prevent the recurrence of this condition: All the tanks were closely examined and all rusty spots were thoroughly cleaned with steel wool, after which a coating of "No-Oxide" was applied. After this, in order to keep a close watch on all tanks, a double-faced rack, having a capacity of 36 tanks, was built. These racks, five having been built to date, are designed in accordance with the structure of the building, are movable, and of such dimensions as to be conveniently placed between columns. They will permit the storage of any type of tank now on hand at the Depot. These racks are built in skeleton form so that all parts of the tank are visible at all times.

The Station Cost Accounting Department, in charge of Warrant Officer Charles Chester as Station Cost Officer, was moved December 29th into new quarters at the Engineering Section, with which the larger part of its activity is connected, it having previously occupied space in the Depot Supply Section.

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OFFICIAL AIRPLANE AND SEAPLANE RECORDS

Since the publication in the last issue of the NEWS LETTER of the list of official world's records for airplanes and seaplanes, a number of changes have occurred in the number of records held by the United States, France and Italy. France, as of December 1st, held 24 records recognized by the Federation Aeronautique Internationale. Since that date she gained eight more records, four of them at the expense of the Army Air Service and four records which had not previously existed, thus increasing her number of records to 32, and leaving the Army Air Service with 25 records and the Navy with 11, total 36.

On January 23rd Lieut. George C. McDonald, U.S. Army Air Service, piloting a Loening Amphibian COA-1, with inverted Liberty 400 h.p. engine, at Hampton Roads, Va., broke four records formerly held by Guido Guidi of Italy. These new records have been recognized by the Contest Committee of the National Aeronautic Association, and when they are recognized by the Federation Aeronautique Internationale, the standing of the various countries with respect to official world's airplane and seaplane records will be as follows: U.S. Army Air Service, 29; U.S. Navy, 11; France 32; Italy, 16; Denmark 2; Holland, 1.

New records since the publication of the December 1st list are as follows:

CLASS C - AIRPLANES

With Payload of 6,000 Kilograms (13,277.73 lbs.)

FRANCE:

Two records by Lucien Bossoutrot, Super Goliath Farman, 4 Farman 500 h.p. engines, at La Bourget, Nov. 16, 1925, Duration, 1 hr. 12 min. 21 sec.; Altitude, 3,586 meters.

With Payload of 5,000 Kilograms (11,023.11 lbs.)

FRANCE:

Two records by Lucien Bossoutrot, same airplane and on same date, Duration, 1 hr. 12 min. 21 sec.; Altitude, 3,586 meters (11,765 feet).

Note: There were no former records on above performances.

With Payload of 4,000 Kilograms (8,818.48 lbs.)

FRANCE:

Two records by Lucien Bossoutrot, Super Goliath Farman, 4 Farman, 500 h.p. engines, at La Bourget, November 12, 1925; Duration, 2 hrs. 19 min. 16.4 sec.; Altitude, 16,371 feet - 4,990 meters.

With Payload of 3,000 Kilograms (6,513.36 lbs.)

FRANCE:

One record by Lucien Bossoutrot, Duration, same as for 4,000 Kilograms.

Note: Above three records formerly held by Lieut. H.R. Harris and Mechanician Douglas Culver, piloting Barling Bomber.

One record by Lucien Bossoutrot, Altitude, same as for 4,000 Kilograms.

Note: Former record held by France.

With Payload of 2,000 Kilograms (4,409.24 lbs.)

FRANCE:

Two records by Lucien Bossoutrot, Duration and Altitude, same records as for 4,000 Kilograms.

Note: Former duration record held by Lieut. H.R. Harris and Mechanician Douglas Culver, Army Air Service, piloting Barling Bomber; Altitude record held by France.

CLASS 2 - SEAPLANES

With Payload of 1,000 Kilograms (2,204.62 lbs.)

FRANCE:

One record by M. Paumier, Louis Schreck Seaplane F.B.A., Hispano-Suiza 500 h.p. engine, at Argentine, Dec. 12, 1925, Altitude, 4,053 meters, 13,297 ft.

Note: Former record held by France.

With Useful Load of 500 Kilograms (1102.31 lbs.)

UNITED STATES:

Two records by Lieut. George C. McDonald, U.S.A.S., Loening Amphibian COA-1, inverted Liberty 400 h.p. engine, at Hampton Roads, Va., Jan. 23, 1926. Speed for 100 Km. 179.497 K.P.H. (111.534 M.P.H.) Speed for 200 Km. 178.970 K.P.H., (111.204 M.P.H.)

With Useful Load of 250 Kilograms (551.15 lbs.)

UNITED STATES:

Two records by Lieut. George C. McDonald, U.S.A.S., Speed for 100 and 200 Kilometers. Same as for 500 Kilograms.

Note: Former records held by Guido Guidi, Italy.

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COAST TO COAST CROSS COUNTRY FLIGHT

Four Martin Bombers took off January 20th from Langley Field, Va., on a rather long cross-country flight to Rockwell Field, San Diego, Calif. First Lieut. J.M. Davies led the flight with 2nd Lieut. A.Y. Smith second in line, followed by 1st Lieut. C.F. Horton and 2nd Lieut. J.R. Hawkins.

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BROOKS FIELD FLYERS FOREMOST IN FLYING TIME

The NEWS LETTER Correspondent from Brooks Field, San Antonio, Texas, referring to articles which have on several occasions appeared in the papers to the effect that a naval officer who flew seven hundred hours the past year claimed the world's record for flying time in any one year, rises to remark that Brooks Field was certainly never questioned as to the time their pilots were in the air. He points out that seven pilots at Brooks surpassed the 700-hour mark during 1925, headed by Lieut. Fey with 935 hours. He states further that Lieut. McGinley in 1924 surpassed Fey's record with 1091 hours.

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LOW ALTITUDE BOMBING TESTS

Lieut. R.C. Zettel, Group Armament Officer at Kelly Field, Texas, conducted several experimental tests recently to determine the ability of pilots to hit targets from very low altitudes, 20 to 50 feet, also to determine the bounding and rolling qualities of different types of bombs. The 100-lb. demolition bomb rolled 193 feet from the point of striking the ground, and bounded about 10 feet into the air. The 50-lb. demolition bomb did not roll but stuck into the ground, due to rains softening the terrain. The 17-lb. bomb also stuck in the ground for the same reason. Further tests are to be conducted by Lieut. Zettel in the near future to obtain information relative to a delayed fuze bomb.

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RADIO WORK WITH THE HAMILTON RICE EXPEDITION

Captain A.W. Stevens, Air Service, recently submitted an interesting report on the results of long and short wave transmission and reception through the Hamilton Rice Expedition Base and field radio stations in the Amazon Basin, Brazil. His report was based on information furnished by Mr. John McCaleb, radio operator with the Expedition.

Captain Stevens states that although his knowledge of radio is limited, he believes that the work accomplished by the Dr. Hamilton Rice Expedition in 1924-1925 is of great value. He then goes on to say:

"Dr. Rice is perhaps the first explorer to make use of wireless in his work, since he used radio apparatus on several previous expeditions in South America. The recent expedition achieved greater success than usual, because improved apparatus was taken, capable of modification to the use of short waves. With this light field outfit, 100 and 200-word messages were sent to and received directly from London, England, and communication was established regularly at night with practically all points in the United States, from New York to San Francisco. Although located in the heart of the world's greatest forest, the apparatus was so efficient that the signals it sent across thousands of miles of jungle and ocean were reported all over the United States as being 'very strong'. In another direction, a point as far distant as New Zealand was sent to and heard from, although the messages in this case were brief.

The expedition organized by Dr. Hamilton Rice made use of wireless telegraphy for two distinct reasons: first, to receive wireless time signals from Arlington and Balboa daily so that the rate of the chronometers of the Expedition could be gotten for the accurate determination of longitude, and second to maintain communication with civilization even after the party had penetrated into the furthestmost portion of the jungle. At the time that the Expedition went to South America in May, 1924, the schema was to carry out all sending operations on a wave length of 1800 to 2400 meters. Arrangements were made with the Brazilian authorities at the City of Manaus on the Rio Negro, near the Amazon, to receive any messages sent from the Expedition Station in the forests. The Brazilian station at Manaus was then to forward these messages by spark set to Santarem, thence to Para; from Para the messages were to be transmitted via cable to New York or other destinations.

Before the Expedition proceeded up river a test was made of a 3/4 KW tube transmitter to determine how far messages could be sent with this small outfit. This test was carried out at the City of Manaus and messages were sent at night to the town of Santarem, approximately 400 miles east of Manaus, on the Amazon River. The station at Santarem was called but did not reply. An operator on watch at Manaus reported that Para, 850 miles east of Manaus, was calling the Expedition station at Manaus to report reception of signals from the 3/4 KW tube set. Communication was then started with Para and several messages were sent and received without difficulty over a distance of 850 miles. At this time an unsolicited report from the operator at Para stated that the signals from the Expedition's 3/4 KW tube set were more readable than the signals from the Manaus Station using a 40 KW spark set.

The preliminary tests being satisfactory, the Expedition proceeded up the Rio Negro and Rio Branco rivers to the small settlement of Boa Vista and established a Base Station at this point, approximately 400 miles north of Manaus (Boa Vista, Longitude 60 deg. 39 min. 45 sec. West, Latitude 2 deg. 49 min. 17 sec. North). An antenna system was constructed, consisting of five wires approximately 100 feet long, suspended at an effective height of 80 feet between sectional masts constructed of poles gathered from the forest and spliced together and guyed.

This station was erected in September, but it was a month and a half before communication was effected with the Brazilian Station at Manaus; the principal trouble was due to the fact that the Brazilian operators at Manaus expected a strong crashing signal and it proved that the signal from the tube set from this particular location with a wave length of 1800 meters was less powerful than the signals received from the preliminary tests above referred to, and it was some time before the operators were able to pick up the faint signals. Even after communication was established traffic was subject to delay by unfavorable atmospheric conditions. Due to the fact that the quiet period for

static interference was between 5:00 and 7:00 a.m., transmission was carried out in daylight and consequently signals were weak at the receiving station. It was found that for reliable daylight communication over a distance of 400 miles at least 3/4 of a KW of continuous wave energy was necessary, although in favorable conditions during daylight the station at Manaus has been reached often with a power of only 350 watts output.

Time signals and press news were received from N.B.A. Navy Station at Balboa, Canal Zone, on approximately 7000 meters. It is supposed the power there is 30 KW C.W.C. transmitted output of 15 KW. These signals were received in good strength at 6:00 p.m. 60th Meridian time, but as the daylight belt comes over the 60th to 80th Meridian, these signals decreased in strength to about one-third the original intensity. M.S.S. Annapolis time signals were very audible at 1:00 p.m. Balboa at 2:00 p.m. was fair; both times were 60th Meridian.

At the station of Boa Vista the 360 meter wave from KDKA, Pittsburgh, could not be heard, using a receiver consisting of one stage of radio, detector and one state audio amplification, while the 62 meter sent simultaneously was received in good strength to the extent of enjoying the music. It is to be understood that conditions here create the worst possible output to the transmission and reception of electric magnetic waves. While broadcasting stations in the United States have been reported many miles more distant than the Boa Vista location, they could not be received with a standard arrangement of three tubes. It is interesting to note that ocean-going steamers traveling up and down the Amazon River do not use their wireless apparatus until they get to the Atlantic ocean, partly on account of the difficulty of receiving and sending signals over the forest with the long waves customarily used.

As stated, the power at the station at the settlement of Boa Vista was limited to 3/4 of a KW output by several factors, principally transportation of apparatus and fuel for primary sources of power. This power was found inadequate for constant daylight transmission waves of 1800 and 2400 meters at a distance of 400 miles over tropical forests.

It was the practice of the operators to confine transmission from Boa Vista to Manaus to early morning hours, namely, at 7:00 a.m., in order to take advantage of the minimum of atmospheric disturbances which obtained at this hour.

Short Waves: Realizing the possibility of short wave communication, a receiver and transmitter were constructed and put in operation December, 1924, and communication established with amateur station 2CVS New York. Since that time signals have been exchanged with the following distant stations:

<u>Station</u>	<u>Date</u>	<u>Time</u>	<u>Location</u>
2CVS	12-12-24	12 a.m.	New York City
6OI	12-15-24	5 a.m.	Stanford Univ. Calif.
2AP	12-24-24	4 a.m.	Wellington, New Zealand
1COT	12-26-24	12 a.m.	Braintree, Mass.
5SK	1- 9-25	11:30	Fort Worth, Texas
1AB	1-14-25	4 a.m.	Rio De Janeiro
6CHL	1-15-25	2:40 a.m.	San Francisco, Calif.
9ZT	1-18-25	6:40 a.m.	Minneapolis, Minn.
2NM	1-19-25	3:40 a.m.	Queenslark, Surrey, Eng.

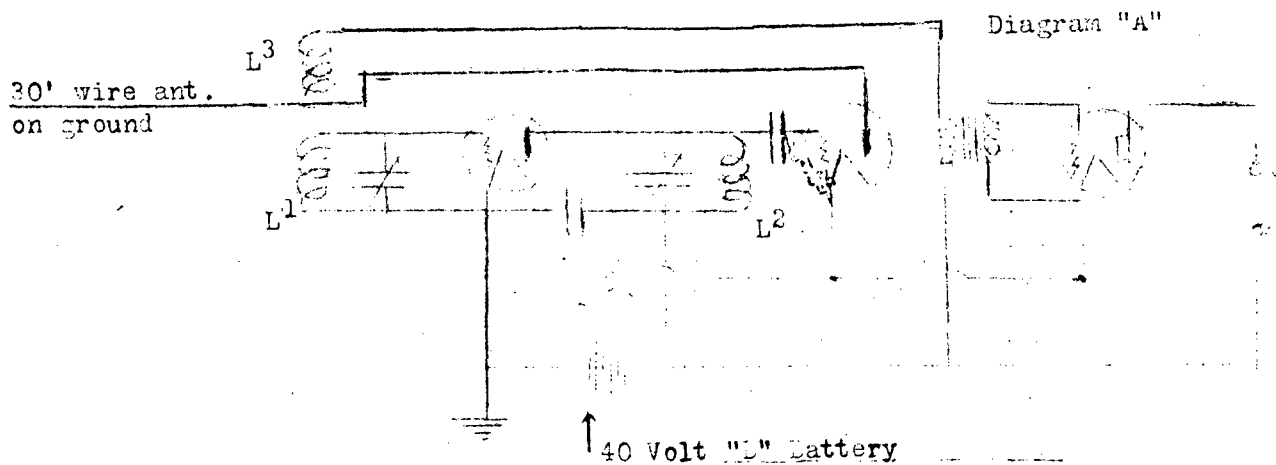
Time is 60th Meridian, West.

All stations, with the exception of Rio De Janeiro and New Zealand have reported signals from this station as being VY SQA (very loud). This was accomplished with 180 watts energy output at 356.2 kilocycles. One instance of working through partial daylight is the exchange of signals with station 9ZT in Minneapolis, 6:55 a.m., 60th Meridian. 9 Zt called just as 2mC New York had finished sending to this station WJS so that both stations were worked in daylight and signals from this station were reported loud and strong at 9ZT and 2mC. It must be remembered that atmospheric disturbance is maximum at night and always very strong in this part of the country, but short wave signals may be copied during all hours between 6 p.m. and 7:30 a.m. Those received after 7:00 a.m. are usually from west coast and middle west of the United States.

Atmospheric conditions: Data was compiled to ascertain relation of cloud, wind and atmospheric pressure to atmospheric disturbances.

After six months of observation, only high wind can be associated with the increase of atmospherics. Clouds do not affect conditions for reception; although the entire sky visible maybe formed into nimbus clouds, no perceptible effect has been observed. Therefore the tremendous advantage of short waves can be readily estimated for use in consistent communication, especially in tropical countries.

Most efficient reception of the short waves is obtained by using an insulated wire between 30 and 40 feet long, pointed in the direction of the station to be received, and either buried or placed on the ground. The receiver consists of only three tubes, as per schematic diagram below:



For transmission, antenna constructional cost and time is exceedingly small, compared to that of long waves for a given distance of communication. It is particularly adapted to mobile stations, having a limited space to erect antenna (particularly aircraft).

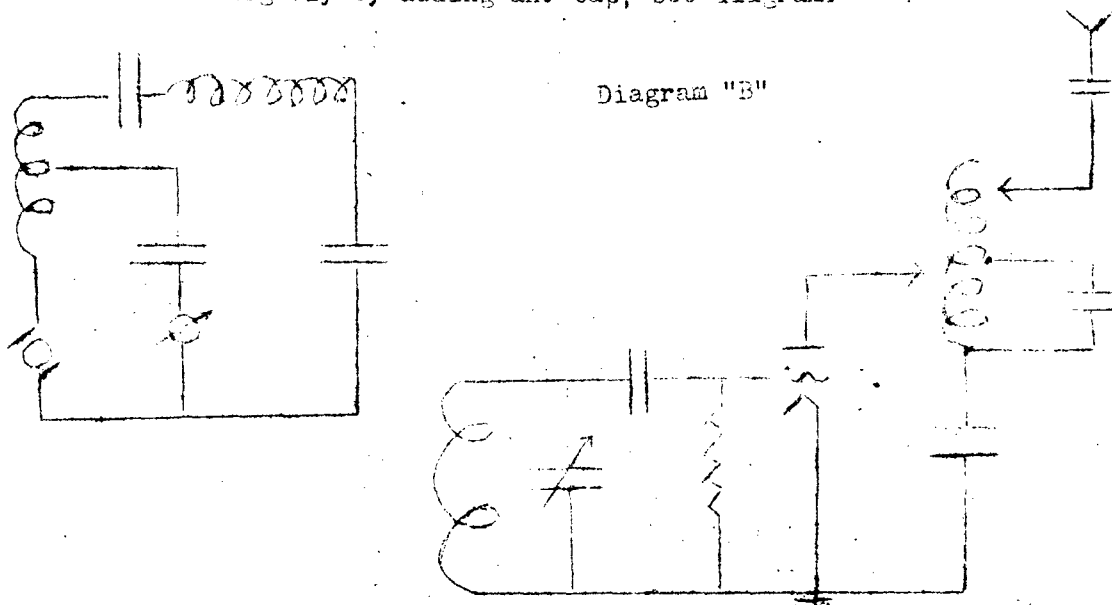
EQUIPMENT

Receiving: Utilizing a stage of radio frequency amplification in which regeneration of the original signal is obtained by the 'tuned plate' system, the elimination of the usual coupling coil to transfer energy from the amplifier to the detector for rectification by taking advantage of the high voltage drop across a parallel resonant circuit of low resistance at a resonant frequency, a stage of audio frequency amplification to amplify the rectified signal - 1 stage only to be used where atmospherics are strong.

A slight increase of signal and perceptible decrease of static is obtained by connecting antenna on plate of detector. Closer coupling may be used, the 'feed back' effect of the coil L-3 compensating increase of resistance.

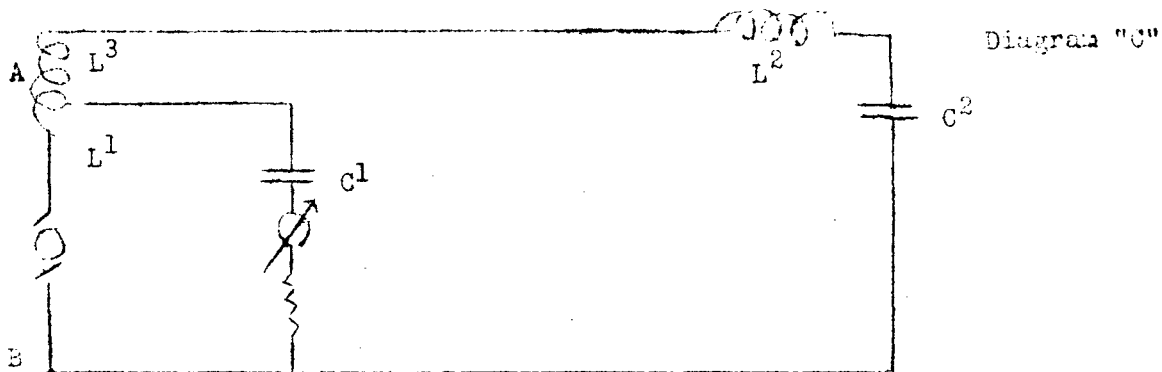
Transmitter: A persistent oscillator may be made by the use of a circuit developed at this station called a momentum circuit, consisting of a small inductance and large capacity, thereby obtaining a low resistance circuit and very large currents flowing therein. The action of this heavy current flowing is to offset any shifting phase in plate circuit due to D.C. current flowing therein to plates of tubes. Secondly, it has the effect of a fly-wheel in motion when the driving member meets with resistance.

This circuit very nearly determines the frequency of the emitted wave. It is disturbed slightly by adding ant cap, see diagram:-



By drawing this circuit differently, we have one that is ideal from the one

point of view of power transmission. See diagram -



The tube is replaced by an alternator feeding a parallel circuit of low resistance L_1C_1 . The impedance of this is maximum at its resonant frequency. Across this is connected the circuit to be supplied, namely, the antenna, which is a series resonant circuit offering minimum impedance to the frequency to which it is attuned, and by adjusting L_2C_2 so that its period is equal to that of L_1C_1 we have the following ideal conditions.

A supply circuit having maximum impedance to a frequency determined by its LC Values consequently having a very high voltage drop across its terminals A-B to which is connected a series circuit L_2C_2 , offering minimum impedance to the frequency to which it is attuned, in this case the frequency of circuit L_1C_1 , which by virtue of working it about 20% below its fundamental contain high radiation resistance.

Primary Power Supply: Delco $1\frac{1}{4}$ KW generating plant - Battery unit of 120 volts, 80 ampere hour capacity, Due to the desirability of a light weight unit the batteries could only have a maximum of 30 amp. but by floating the Delco generator across them the current drainage is equally divided so that batteries are not abused. This system has been in operation approximately eight months, running ten hours per day and unfailingly delivering 7.33 KW hrs. per gallon of kerosene and pint of lubricating oil. A 3 h.p. motor generator delivering 1000 volts at 1.2 amps. converts the low potential supply to power suitable for the input of the transmitter.

Field Station: A "Caille" single cylinder canoe motor was used to drive an automobile generator, which charged a storage battery. The motor was left attached to the end of the canoe, but the canoe was drawn out of water until only the stern remained immersed. The motor then ran uniformly, with the propeller acting as a brake, and received its cooling water from the river. A V-shaped rim had been bolted to the fly wheel, and from this V pulley a bolt ran to the auto generator. Thus it was only a moment's work to start charging the battery after landing for a camp. Later in the evening, or in the early morning hours, the battery and generator together delivered current to a small motor-generator which delivered current of higher voltage to tube set. For receiving, the motor was shut down because of noise, and battery only used; this involved keeping an extra man up to start and stop the motor on signal from the operator. The same motor was used for propelling the canoe wherever clear stretches of water were available; at other times the canoe was paddled, poled, pulled or carried. From considerations of size and portability, the field station was limited to a power output of between 25 and 50 watts, this being sufficient power for reliable communication on short waves to distances up to 200 miles day or night.

The practice was to send messages from the field station to the operator at the Base Station at Boa Vista, where it was easily possible with a power output of one-fifth kilowatt to reach either England or the United States, the operator at Base copying and re-sending.

Experimental Process. A system was evolved whereby signals from the field radio station were to be received through a receiver and amplifier well shielded from induced currents from the main transmitter. This signal caused a relay to function which in turn controlled the power from the Base Station's transmitter by closing the grid leak circuit. This system was deemed a great advantage, inasmuch as it gave the Field Station the power properties of the Base Station with the Field Station's weight and portability of apparatus.

Results: The signal from the Field Station at night was of sufficient intensity to control the transmitters, but due to increased static (atmospherics)

at that time it was found impossible, with adequate apparatus, to eliminate sufficient static in order that the signal would predominate. This plan for direct communication was finally abandoned due to inability to change the signal-static ratio, but still remains to be further developed for its numerous advantages in field communication.

Summary: The important problem of weight and transportation of field radio communication may be reduced to simplicity by the use of an efficient relay whereby the mobile field station controlling the Base Station can incorporate all the advantages of power and efficiency of a fixed station and those of a mobile station - compactness, reduced weight and ease of transportation.

It is suggested that consideration be given to the importance of this system and that apparatus be developed to prove its practicability. It would seem that there would be use for direct relay from airplane through advanced base direct to headquarters.

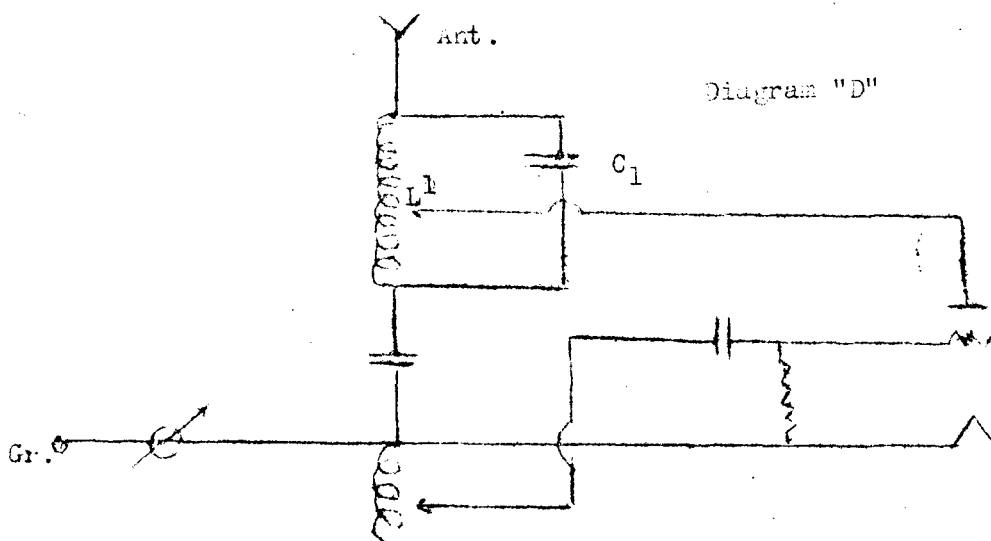
Comparison - Long and Short Waves: After station WJS had been in operation for four months, weather conditions caused frequent interruption in communication between Boa Vista and Manaus, a distance of 400 miles. Up to this time work had been confined to present long wave transmission and improvements on antenna system.

On December 10th a short wave set of about 100 watts output was put in operation and a New York station worked. This was the beginning of a very efficient link in communication. With original arrangements, amateur stations in New Zealand, England and United States were worked. Later, by increasing the output power to about 150 watts, uninterrupted communication was conducted with New York in spite of extremely adverse tropical weather conditions.

Another link in communication was added when messages were exchanged with England. This gave WJS at Boa Vista, Brazil, direct communication with New York and London, and from both places signals from this station were reported as being very loud and consistent. Had there been more than one operator at the Base Station regular service direct between any of the cities in the United States and important cities of the world, such as Rio De Janeiro, Buenos Aires and London could have been maintained. Obviously, with those numerous routes to handle traffic as compared to the one at Manaus on long waves, the supremacy of short waves is proven.

Apparatus: Primary source of power consists of a Delco $1\frac{1}{4}$ KW unit and battery of 80 amp. hr. capacity. When large long wave transmitter is used, it is floated across line to take up excessive drain on battery.

Long wave transmitter having an output of $\frac{1}{2}$ KW and made in two separate units, inductance, and set including tubes, etc., both mounted on detachable legs for supports. With this circuit shown in diagram below



advantage was taken of the property in a parallel resonant circuit at its natural frequency and the high voltage drop across its terminals due to heavy circulating current in L_1C_1 having low inductance and high capacity resulting in a low resistance circuit having a maximum impedance at its natural frequency. An antenna of suitable characteristics was directly connected across the terminals "Ant." and Gnd. and no increase in efficiency was noticed when antenna was tuned. The natural period of the antenna was within 40% of the working wave.

This circuit L₁C₁ had determined the frequency of the transmitted wave and prevented any trouble with grid period affecting frequency. This was particularly advantageous for a semi-permanent antenna having average resistance of those constructed hurriedly in the field.

Short waves: A small power set having an output of approximately 150 watts is shown in Diagram B. This is a tuned plate circuit and takes advantage of coupling to a portion containing very large currents, in this case the antenna circuit is tuned. The long wave antenna was excited at one of its harmonics and proved to be an exceptionally good radiator on 93 meters.

Receiver: This utilizes the tuned plate system of regeneration and again advantage is taken of the high voltage drop across the terminals of a parallel resonant circuit at the frequency determined by its inductance and capacity. Selectivity is afforded by virtue of a decreased signal for other than the frequency to which the circuit is attuned. See Diagram C.

The antenna, which consists of about thirty feet of insulated wire, is laid on the ground in direction of transmitting station and is connected to the plate of the detector, thus transferring energy through the tickler coil to the radio frequency amplifier.

A reduction of static is accomplished by connecting the antenna to plate terminal of the detector tube. Due to the reduction of static greater signal energy may be transferred to the radio frequency amplifier by closer coupling of L-3 to L-1. The added antenna resistance due to closer coupling is compensated by feed back action of the tickler coil. Thus it may be seen that this tickler coil L-3 has many uses, but principally that of changing the signal-static ratio.

In conclusion, it has previously been supposed that stations near the equator were exceptionally poorly located for regular communication, because of static and other troubles. The Boa Vista station was less than three degrees from the equator; it was about 300 feet above sea level; it was surrounded by many hundreds of miles of dense tropical jungle. In spite of these difficulties and the fact that it was possible to erect an antenna only 80 feet above the ground, the station apparently got better results than many other stations more favorably located and that had far more power output. One feature to be noted is that stations in Great Britain said "Your signals are very strong; we have been hearing you every night." New York also reported "Very strong signals."

Amateur stations were communicated with on short wave, as against professional stations on the long wave. Many of the amateur stations reached in the United States were located at colleges, and operated by students interested in radio. Other amateur stations were worked by enthusiasts connected with radio supply houses; still others were worked with privately owned outfits. In all cases the amateurs worked in connection with a radio league, and there was fine cooperation in getting messages forwarded to any point desired. Advantage was taken to send messages via New York to the Chief of Air Service at Washington. Messages were sent to the American Geographical Society in New York very regularly, and replies were received regularly; long messages were sent to the Royal Geographical Society through amateurs in England. Many messages were sent to families of members of the Expedition, scattered all over the United States, assuring them at Christmas time that all was well with the Expedition.

Supplies were ordered by wireless; in several cases the order was wirelessed to New York, then cabled back to Manaus, to be shipped from Manaus up river to Boa Vista and other up river points. This was necessary whenever long-wave communication could not be held direct from Boa Vista to Manaus. From the experience gained on this recent trip, it is certain that another expedition will depend wholly for communication on wave lengths of 80 meters or less."

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CRACKED WATER JACKET DECEIVES MECHANICS

Lieut. J.R. Drumm, of Langley Field, Va., wishes to call attention to the following information which will be of interest and aid to all Air Service personnel:

An L.W.F. Transport, while flying from Mitchel Field to Langley Field not long ago was forced down at Mardela Springs, Md., with broken propeller reduction gears. The motor was changed and a direct drive engine installed with a cruiser propeller. This had sufficient power to carry the ship, but the water could not be retained in the cooling system. Each time the motor was run up the water was forced out through the overflow. Change after change was made,

but the trouble could not be located. After two weeks of intermittent work on this motor had been conducted, it was noticed that a little water came out of one exhaust and upon examination of the cylinder it was learned that it had a cracked water jacket on the inside. After the cylinder was changed the whole system worked smoothly. It later became obvious that the compression from this cylinder getting through the break into the cooling system was pressure enough to force the water out of the overflow.

Information regarding troubles of this nature will undoubtedly save others much time and worry should a like occurrence happen to them. Note that for a long time there was no water escape through the exhaust and no indication of any trouble of this kind except the water overflow. Expert mechanics were working on this engine from the time the motor was changed until the cylinder was changed and the delay in locating the trouble could not be attributed to inexperience.

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LIEUT. GEORGE E. HODGE RESIGNS HIS COMMISSION

Lieut. George E. Hodge, Junior Aide at the White House and on duty at the Office of the Chief of Air Service for four years, has resigned from the Army. His resignation took effect, it has been learned, on December 17th. His separation from the Air Service has been contemplated for a long time, due to the inequality of promotion in that branch of the Army, and several other matters that aviators generally objected to.

Lieut. Hodge was in the Personnel Division of the Office Chief of Air Service and had an opportunity to make a study of the promotion situation, fully realizing the hopelessness of promotion in a branch where a majority of its junior officers are at the bottom of the promotion list.

He enlisted in the World War service January 9, 1918, from Boston, Mass., as a private, 1st class, and was commissioned a second lieutenant on May 7th of the same year. He was graduated from the Mitchell Military Academy at Billerica, Mass., in 1902, and immediately joined the State Street Trust Company of Boston, advancing through the various positions from messenger to paying teller, which concern he left to go into the service. In 1905 he enlisted in the Eighth Company, First Heavy Artillery (Mass. Militia), receiving his discharge in 1908, and in the fall of 1916 joined the Business Men's Organization connected with the First Corps Cadets, Boston.

Lieut. Hodge made many friends in the Army, and especially in the Air Service. One notation in his official file in the War Department is as follows: "He is a valuable man in the Air Service on account of his attentiveness to duty, his perseverance and general efficiency, as shown in the performance of his duties." In connection with his resignation, the Chief of Air Service on December 3rd wrote to the Adjutant General of the Army by indorsement:- "Lieutenant Hodge is an excellent officer, whose services have been eminently satisfactory, and the Chief of Air Service regrets his desire to resign. Under the circumstances, however, he sees no other course than to recommend approval of the same."

Lieut. Hodge applied for such leave of absence as was due him before resignation. He gave as his reasons that he "feels his interest can be better served in the business world." He accepted a position with the Textileather Company at Newark, New Jersey, a concern that manufactures proxylin treated textiles such as are used in the automotive industry. Home address at present is the Newark Athletic Club, Newark, New Jersey.

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FORCED LANDING BY THE LIGHT OF THE MOON

The pilots at Biggs Field, El Paso, Texas, were recently engaged in night flying practice, each pilot remaining in the air fifteen minutes, "take-offs" being made by searchlight and landing by ground flares. Lieut. Guy H. Gale, with Corp. Dewey Weaver, 12th Obs. Sqdn., as mechanic, narrowly escaped a serious accident through coolness and skillful handling of his DH. While at an altitude of 1,000 feet he developed motor trouble and was forced down on strange ground. Luckily there was the light of a faint moon and Lieut. Gale made a safe landing without injury to himself, passenger or ship, despite the rough ground.

PARACHUTE JUMPS BY THE WHOLSALE

The unique demonstration of parachute jumping which took place at Kelly Field, Texas, on the afternoon of January 14th proved a marked success from every phase. The numerous spectators from San Antonio who came out to witness the jumps voiced their approval of the spectacular jumping of six men from one plane. At a few minutes before 2:00 o'clock 1st Lieut. John P. Richter, A.S., 40th School Squadron, took off with seven enlisted men from the 10th School Group Parachute Department in one of the new Douglas Transport planes, circling the field and gaining an altitude of 2000 feet, the trap door in the passenger compartment of the big plane was opened and the men jumped one after another in as fast a time as possible. The order of their jumps was:

- 1st Corporal F.L. McCune, 10th School Group Headquarters.
- 2nd Private W. L. Robbins, 68th Service Squadron,
- 3rd Private A. B. Goff, 42nd School Squadron,
- 4th Private W. E. Miller, 42nd School Squadron
- 5th Private C. S. Robbins, 43rd School Squadron, and
- 6th Sergeant H. R. Utterback, 43rd School Squadron.

Staff Sergeant A. W. Thiemann, 41st School Squadron (the seventh enlisted man) timed the men as they jumped and found that the ship was emptied in exactly 12 seconds. The parachutes were all of the regulation type. Private W. L. Robbins, although the second man to jump, maneuvered his chute in such a manner so as to hasten his descent and was the first to land. A stop watch held by Staff Sergeant Thiemann on Sergeant Utterback, the last man to jump, showed that it required him just one minute and 27 seconds to negotiate the 2000 foot drop to terra firma. According to Sgt. Utterback, the cabin of the plane was warm, the air was a bit cool and the ground was plenty hard. The hospital truck rushed across the field as soon as the jumps were made and quickly picked up the six men who fell within a comparatively small area, due to the rapidity with which they left the plane. All men made safe landings, none of them suffering any bruises or injuries. The success of the demonstration is another point in favor of the new Douglas Transport, which is rapidly becoming a popular plane among the Kelly Field fliers.

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CREATION OF AIR SECTIONS IN W.D. GENERAL STAFF

Major General John L. Hines, Chief of Staff, recently sent the following memorandum to The Adjutant General:

"The recommendations of the Board appointed by the President of the United States on September 11, 1925, to make a study of the best means of developing and applying aircraft to National Defense include the following:

"*****"

(3) It seems desirable to give to aviation some special representation on the General Staff. There has not as yet been opportunity for many aviation officers of suitable rank to be qualified for membership on the General Staff. We therefore recommend that the Secretary of War create, administratively, in each of the five divisions of the War Department General Staff, an air section, to be headed by a General Staff or Acting General Staff officer detailed from the Air Corps (Air Service); such section, under the same supervision as other sections of its division, to consider and recommend proper action on such air matters as are referred to the division.

To accomplish this it may be necessary to waive in these instances some present qualifications for membership on the General Staff. This plan may seem inconsistent with one of the fundamental principles of the General Staff - namely, that no member represent any particular service. We think the good to be gained, however, justifies departure from the general rule. Obviously, the men designated for such staff positions must be of a temper of mind to appreciate not only the special needs of aviation but the needs of the Army as a whole.***"

In accordance with the recommendation stated above, the Secretary of War directs that there be created in each of the Divisions of the War Department General Staff an Air Section, the duties of which will be to consider and recommend proper action on such air matters as may be referred to such divisions.

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WAR DEPARTMENT ORDERS AFFECTING AIR SERVICE OFFICERS

Changes in Station: 1st Lieut. Edward H. Wood from Middletown Air Intermediate Depot to Kelly Field, Texas.

1st Lieut. Latha A. Smith from Kelly Field to Hawaiian Department, and to sail on or about April 27th.

1st Lieut. Burton F. Lewis from McCook Field to Panama Canal Zone and to sail on or about March 18th.

1st Lieut. Henry F. Sessions from Langley Field to Panama Canal Zone and to sail on or about May 13th.

Major Henry J. F. Miller (Office, Chief Militia Bureau, Wash.) and Capt. Henry Pascale, (Wright Field) to Hawaiian Dept. and to sail about March 12th.

1st Lieut. Robert J. Brown, Jr. (Boston Air Port) and 2nd Lieut. Charles D. McAllister (Selfridge Field) to Hawaiian Dept., sailing about April 22nd.

Capt. John W. Signer (Crissy Field) and 2nd Lieut. Lee Q. Wasser (Kelly Field) to Hawaiian Department and to sail about May 12th.

1st Lieuts. George W. Polk, Jr. and Leon E. Sharon (Fairfield Air Intermediate Depot) Chas. L. Williams (Langley Field) to Hawaiian Dept., sailing on or about April 22nd.

1st Lieut. K. B. Wolfe (Brooks Field), 1st Lieut. A.S. Heffley (Kelly Field) to Philippines, sailing on or about April 3rd.

Capt. Calvin E. Giffen from Rockwell Field to duty with Organized Reserves, 9th Corps Area.

1st Lieut. Reuben D. Biggs from Office, Chief of Air Service to Buffalo, N.Y. for duty as procurement planning representative of Air Service, that city.

1st Lieut. Earle J. Carpenter to Philadelphia as Air Service Instructor of Pennsylvania National Guard upon completion of tour of duty in Panama.

Following officers, upon relief from duty in Hawaiian Dept. to proceed to stations indicated: 1st Lieut. Ray A. Dunn to Fairfield Air Intermediate Depot;

1st Lieut. Grandison Gardner and Lloyd C. Blackburn to Langley Field; 1st Lieut. Arthur I. Ennis to Chanute Field.

Following named officers, upon completion of tour of duty in Hawaii, to proceed to stations indicated; 1st Lieuts. Wm. C. Goldsborough and Arthur G. Hamilton to Kelly Field, 1st Lieut. Alfred L. Jewett to Marshall Field, Kansas. Capt. Edward Black from Langley Field to Baltimore, Md. as instructor of Maryland National Guard.

2nd Lieut. George B. Peploe from Primary Flying School, Brooks Field, to Fort Sam Houston, Texas, for duty with 2nd Division.

Capt. Ivan B. Snell from Office, Chief of Air Service to Primary Flying School, Brooks Field, Texas, for course of instruction.

Following officers relieved from duty at Scott Field, Ill., and to proceed to Brooks Field, Texas, for course of instruction: Capt. Roland W. Wittman, 1st Lieut. Joseph P. Bailey, 1st Lieut. Lawrence A. Lawson.

Leaves of absence: Capt. Ivan B. Snell, one month, 15 days, Feb. 2nd; Major Thomas G. Lanphier, four months from Jan. 30th; 1st Lieut. Matthew E. Finn, one month, 20 days, from February 15th.

Transfers: 2nd Lieut. Hubert W. Ketchum to the Cavalry and for duty with 1st Cavalry Division, Fort Clark, Texas.

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"EDD" TELLS ABOUT AIRODYNAMIC COURSE AT MCCOOK COLLEGE

McCook Eng. Colledge,
Engineering & flying
Jan. 22, 1926

Friend Ed -

Old McCook college has again come to the forefront of educational institutions by winding up the 1st semester without no casualties. None of the local newspapers can make the annual crack abt "The following well known & popular students have, by special arrangement with the faculty, discontinued their studies for the present year in order to accept LUCRATIVE POSITIONS".

Well Ed we may all have got by the first half but it looks like they were going to gang up on us in the final frames. The reason everything went so good up to Christmas was due to the fact that it was all about subjects like mathematics mechanics chemistry electricity & the etc & all as the instructor

had to do was to learn you what he could & watch out you didnt go to sleep on him. Whatever the instructor said was joke with 1 & all. There wasn't no one wanted to fight about his own personal ideas on three moment equations or when is a eutectoid for the reason that he didnt have no ideas act these things personal or any other kind. But take it from yr correspondent Ed all was changed when some of the wizzards from the airplane section opened up the hangar door dragged out the tee and announced that they would proceed to learn us some airodynamics.

"Gentlemen" says Mr. Gearhardt, removing his glasses & taking off his coat & vest, "it is my duty to open up a discussion on airodynamics in general & the modern conception of DRAG--".

"Why mention drag in the Air Service", says Major Milling with a hollo laugh, "I can prove to you Mr. Chairman that under the naval appropriations of 1924 the ---".

"One moment Major", cries Dave Lingle, "If I can step out & get my brief case - I have some figures ---".

"Never mind no figures", barks Houghton, "take a look at Rockwell Field & burst out crying".

"The DRAG of AIRFOILS & entire airplanes", yells Gearhardt, "in the air, the AIR - AIR ---".

"He wants air", says mack Pike who is a lawyer & can spot the bonus of contention, "leave him go ahead & incriminate himself".

"What I mean gents", resumes Gearhardt, thoughtfully hefting the inkwell, "is that when we began to abandon the conception of Drag on the purely experimental basis of the attitude of the body in favor of a basis which would allow if a mathematical expression of functional relationship between the Lift and Drag components we saw that the attitude of the airfoil or of the airplane had no series of values which were susceptible to measurement in terms of such functions as could be derived to express the Lift - Drag relationship. So, for the purpose of our present discussion gentlemen we will assume that it is immaterial what the Attitude of the airfoil or airplane might be and ---"

"Question," yells Whitehead, pulling out of a 10,000 feet dive 2 feet above the surface of lake Saint Clare, "do you mean to say that in flying an airplane like for inst the PW 8 it dont matter what attitude you fly at?".

"Whats a PW 8 know about mathematics, "says Woolsey eating a couple of inches off a good govt pencil, "now I fixed up an educated Jennie at Brooks Field with a rubber prop end ---".

"How about a Martin Bomber?" butts in Jawn Whiteley, "I see a coupla times when I would of swapped all the mathematics in the college for a little better attitude & I dont mean maybe."

"What attitudes can a bomber get in if any," hollers Breene, "You dont know nothing about attitudes why when I was instructing at Brooks my students --"

"There 'y go dragging in Brooks Field again", howls Moorman, "over at the San Antonio Depot we ---".

"Shut up," yells Houghton, "You aught to watch them navey mathematicians disregarding attitudes down at San Diego, and ---".

"What san Diego got to do with flying anyway," hollers Lampton, "now up in Hollywood where I come from ---".

"Well I may not be no ace myself but I dont see no croy de gare on you, buddy ---".

"--oh is that so well mr. Smart alleck I got about 2 thousand hours in round nos & laugh that off ---".

"--and I guess I know just as much about flying as any --- ---- pursuit pilot, & as for you Dave Lingle ---".

"Put down that chair leg Breene & come outside & Ill ---".

"--I dont care if Macready did say so, it stands to reason that --"

"Is that so, well I may be sawed off but no mack Pike ever let a big bozo like you get away with ---"

"--Make a crack about me being a rocker-arm flyer hay?"

"Youre a liar it was foggy & you can ask Bock if ---"

* * * * *

Bell rings without, as Shakespeare says.

Mr. Gearhardt, (emerging from under the desk). Lecture's over gentlemen. All sort themselves out, brush themselves off & exeunt L.

Yrs for higher education,

ED.

V-5532, A.S.

NOTES FROM AIR SERVICE FIELDS

Kelly Field, San Antonio, Texas, January 15th.

Officers of the 10th School Group began on January 6th to take turns in flying one of the new Douglas O-2 observation planes which was ferried from Santa Monica, Calif. The other two planes are being overhauled and will be placed in service as soon as they are ready to fly. After the instructors have become familiar with the new ships they will be used as training planes for students of the Advanced Flying School during specialized training in observation and attack aviation.

During the past two weeks the 3rd Attack Group made great strides in the active training of the Air Force personnel and the Ground Forces. Classes covering every phase of the training of the ground force enlisted personnel are being conducted by competent enlisted instructors, and the Air Force is being extensively trained in all air tactics.

Kelly Field, San Antonio, Texas, January 26th.

A total of 34 applications for examination to the grades of Master Sergeant and Technical Sergeant were submitted from this Group, in compliance with Circular No. 35-2, O.C.A.S., and now await action of the Chief of Air Service to appoint the board for same.

Captain Wm. E. Lynd in addition to his other duties is the proud father of an 8-lb boy, which arrived Saturday morning. Everybody concerned is doing nicely.

The Third Attack Group received the first of six XO-2 Douglas airplanes on January 22d. Lieut. I. B. Greene was the pilot, making the trip from Santa Monica without incident. Immediate steps are being taken to adapt this ship as an Attack Aviation airplane.

During January, the Third Attack Group furnished two pilots for the Airways to Scott Field, Illinois; namely - Lieuts. Norm D. Frost and Earle E. Partridge.

Mr. and Mrs. Charles Burt Kelsey, Madison Avenue, S.E., Grand Rapids, Michigan, announce the marriage of their daughter, Anne Kelsey McRae, January 12, 1926, to Charles McKinley Robinson, 1st Lieut. United States Army, Air Service. Lieut. Robinson is Adjutant and Operations Officer of the Third Attack Group, Kelly Field, Texas.

The fight cards held at the Kelly Field Post Gymnasium are becoming very popular, both with personnel of this Field and many civilians of San Antonio. These fights are held monthly and each new card seems to be better than the last.

In an exciting polo game played on Kelly Field on Sunday, January 10th, the Second Division beat Kelly Field by the close score of 7 - 4. It was an interesting contest from start to finish.

Camp Meade handed the Kelly Field Poloists a close defeat Tuesday afternoon, January 19th, at Kelly Field; the final score being 6 - 5 in favor of the visitors. Those witnessing the contest proclaim that the Kelly Field team were "glorious in defeat" and that the close score did much to soothe the pangs of a "let-down."

Captain Burdette S. Wright returned from Santa Monica, Calif., on Sunday afternoon, January 17th, flying a Douglas Transport.

On Friday afternoon, January 22d, five more of the new Douglas service planes landed on Kelly Field after the long trip from Santa Monica, Calif. The flight was commanded by Major Carlyle H. Wash, and the other pilots were Lieut. C. E. Duncan, Lieut. Wm. B. Souza, Lieut. E.D. Jones, and Lieut. E.B. Greene. A sixth Douglas plane accompanied the flight, piloted by Captain Quinn of Bolling Field, who is taking the Douglas to his home station. The five new Douglas service planes bring the total number of these ships to eight. Thirteen more are to be brought here. Of the eight Douglas ships now at Kelly Field, seven are assigned to the 10th School Group and one to the 3rd Attack Group. The new Douglas will eventually supplant the DeHaviland as the standard service plane of the army.

Lansley Field, Hampton, Va., January 18th.

96th Bomb. Squadron: The squadron furnished a five-plane formation as a component in the group raid on Washington, D.C. early in the week. Lieut. Colliver commanded our unit and no trouble was experienced with any of the planes.

Lieut. Mulzer is expected to return this week from Fairfield. He was snowbound in the west for some time and his absence has been keenly felt by our basketball team.

Our new Operations and Engineering Officer is Lieut. E.R. McReynolds, recently of Bolling Field, who has just been assigned to the Group and has already taken over his new duties.

11th Bomb. Squadron: This squadron flew about 20 hours last week, most of the time being cross-country formation to Bolling Field. The squadron is 100% efficient this week, having every ship in commission.

20th Bomb. Squadron: On Dec. 14th the squadron team journeyed to Fort Monroe, making its initial appearance of the season against the basketball team of Battery A, 61st C.A.C. At half the time the score was 20 to 10 in favor of the 61st Battery. In the second half the squadron team rallied and as the end of the game drew near the score stood 34 to 30 in favor of the battery. The score being so close and the game being so interesting, a return game was played Dec. 19th with Battery B of that station.

A.S.T.S. Detachment: The A.S.T.S. finally awoke after receiving word that their basketball team sure is a humdinger. On Dec. 10th Battery A, Anti-Aircraft, fell before them, proving that the Air Service is supreme in other than aerial attacks. On Dec. 15th they tied the highly praised Phoebus Athletics, and on Dec. 22 the High School from Hampton, Va. came out on the long end of a 21 to 20 score.

Lansley Field, Va., January 26.

20th Bomb. Sqn. On Jan. 14th the Basketball team decisively defeated the 11th Squadron team. Corporal Bolls of the 20th proved to be the star of the game, scoring 18 of the 42 points, the final score being 42 to 12 in favor of the 20th.

96th Bomb. Sqn. The members of the 96th Bomb. Sqn. is extending their thanks to the Recreation Dept. of Lansley Field for the enjoyable vaudeville show presented at the Post Theatre on the night of Jan. 24th. It is requested by the members of this organization that more shows of this type be shown at this post if possible.

Brooks Field, San Antonio, Texas, January 11th.

Flying time, due to bad weather, was reduced last week, and is as follows: Daily aircraft hours, 661.43; Daily man hours, 1128.26; Daily cross-country hours, 154.23; Daily cross-country man hours, 278.51.

Several visitors have dropped in on us the last few days. Lieut. Haddon, of the Naval Air Service, attached to the battle fleet and recently stationed at San Diego is here for a few days on his way to Pensacola where he will act as instructor of Naval Air training. Lieut. Haddon is the brother of Lieut. Julian B., better known as Prof., who was our officer in charge of flying for several years and who is now stationed in the Philippine Islands. The two Haddons look as much alike as the Smith brothers and if the Naval Haddon were to put on Khaki we might think Prof. had returned to his old haunts.

Lieut. Chauncey from the Chief's Office also dropped in on us yesterday and is the same Chauncey who left us two years ago. From the beam on his face and on those who served here with him one might have thought he was a long lost brother. Major Brett, in charge of the Field Service Section, Fairfield is also here for a few days on a technical inspection and Major Kerns of the Medical Department reported here for duty and will relieve Major Brailsford who has been here on temporary duty pending the permanent assignment of a flight surgeon.

A handball court is soon to be built behind the bachelor quarters, the Tennis courts being so crowded that there is quite a congestion among the athletically inclined. A handball court will probably relieve much of this congestion and do away with the long wait necessary now before a court is vacated, which has tended to considerably dampen the ardor of local athletes and weight reducers.

Those ^{who} visit Brooks Field a few months from now may be surprised to find the landing field and all ground around the hangars covered with very green and luxurious grass. An experiment is going on at present, ground in front of two hangars being plowed up and grass has been planted to see if it really will grow in Texas. If so, we intend to gradually get the whole field covered with a new practically locally unknown vegetation.

The field as a whole and students in particular have been fortunate this year as regards crack-ups but such things are not unknown. The prize one the past week was that of one of our cadets who while flying around a ship on the ground which had landed out of gas, became so interested in the ship on the ground he forgot to fly his own and consequently spun in. Fortunately he was not badly hurt. Twenty four more would-be cadets are taking their examination today for the Merch class, better luck to them.

Lieut. Lawrence returned from leave a few days ago with a blushing bride along. When Lieut. Craigie gets back with his newly acquired wife, he and Lawrence can go around to see Schlatter who succumbed about a month ago and compare notes on the blessings of married life. Schlatter has a slight advantage at the present time for he has picked up a little extra weight around the waist line and no doubt will claim it due to his wife's cooking. The lies that are about to be told.

The Officers' Club will be the scene of a card party tonight. With a hundred officers present an enjoyable evening should ensue. A bridge class has also been inaugurated with fifty or more officers signed up, classes to be held weekly beginning Tuesday. Let this be a warning to any one who may be tempted to get in a bridge game with Brooks Field officers after, say the first of June, for all of us should have absorbed quite a bit of instruction by that time. A dance, strictly Air Service, due to the fact that our club is small and the weather is too cold for it to be held in the big hangar will be held on the 29th. Social life seems to be looking up a bit.

Brooks Field, San Antonio, Texas, January 22.

The Flight Surgeon's Office is a bee hive of industry, all the permanent and student officers taking their physical examinations. There are approximately 200 officers on the post, and consequently, there is little time for visiting among the medicos.

Flying time for the past week was as follows: Daily aircraft hours, 948:55; Daily man hours, 1429:25; Daily cross-country hours, 53:35; Daily cross-country man hours, 115.

The new Baker Hotel in Dallas, supposedly the best in Texas, has announced dollar-a-day rates to army officers staying overnight at their hotel. Dallas with their free shows and discount on meals, is surely offering every inducement possible to attract Air Service officers to their town and show every courtesy possible when we drop in.

Plans for a post garden are being started. When planted we expect the squadrons will be furnished with many garden vegetables at quite a saving over prices down town.

Lieut. Chauncey from the Chief's office, who has been here for several days on temporary duty left for his home station. It has seemed like old times to have Chauncey's smiling face with us again, and we wish his stay could have been longer.

Lieut. K. B. Wolfe received his orders to sail on the transport of April 3rd for the Philippine Islands. K.B. has been with the Primary School for so long it will seem as if one of the old landmarks is gone when he leaves. Several more of the old instructors are also expecting orders before long, but if all get orders who expect them, Brooks Field will indeed be officered by practically all new blood.

We spoke too soon in our last letter of crack-ups. No sooner had the letter gone in before three students succeeded in completely washing out three ships, and Lieut. Kennedy was forced to land in a small lake when his motor quit. Fortunately, no one was badly hurt though one student is in the hospital at the present time with minor injuries.

The bridge class inaugurated by the officers of the post has gotten under way. Meetings will be held every Tuesday evening.

Biggs Field, Fort Bliss, Texas, January 23rd.

Our Commanding Officer, Major John N. Reynolds, who left January 8th by plane for San Antonio on business was taken sick there with a severe cold and is still confined to his temporary quarters at San Antonio. Last reports indicate a decided improvement, however, and we expect to have our C.O. with us again early next week.

About ten of our commissioned officers, 12th Obs. Squadron and 1st Photo Section are busily engaged during their spare hours "boning up" and studying in preparation for the coming examination for promotion to 1st and 2nd grade.

It is believed this examination will be held in May.

Major C.H. Wash, leading a flight of six new Douglas Observation planes arrived here January 21st enroute to Kelly Field from Santa Monica, Calif. The other pilots were Capt. C.H. Quinn, Lieuts. A.E. Greene, C.E. Duncan, E.D. Jones and D.E. Souza, all Air Service officers from Kelly Field. These ships constitute the second allotment of the new observation planes for Kelly Field passing through this station. All ships took off for Kelly Field on the 22nd.

Major Bernard Cummings, Reserve, is at present a member of a Reserve Officers Training Camp for Air Service Reserve Officers at this field for the period January 17th to 31st, inclusive. Major Cummings, whose home is in Craig, Colo., is receiving daily training under the supervision of the Regular Air Service officers at this field in all phases of air work.

The 12th Obs. Squadron and 1st Photo Section were recently inspected by Brigadier General Joseph C. Castner, Commanding General, 1st Cavalry Division. He expressed his satisfaction with the command, personnel, as well as ships. Lieut. Leonard Weddington, pilot, with Master Sgt. W.R. Rhodes, as photographer, then took the air for the purpose of photographing the entire command of the First Cavalry Division, Fort Bliss.

Captains Walter Bender, Adjutant, and L. S. Johnson, Flight Surgeon, 1st Lieut. Charles Douglas and Staff Sgts. Pierce and Tyler, 12th Obs. Sqdn., recently departed in three DeH planes on a cross-country flight to Vermigo Park, N.M. Upon arrival there they spent two days deer hunting and returned with three handsome bucks.

San Antonio Air Intermediate Depot, Duncan Field, San Antonio, Texas, Jan. 12.

The bright chap who sawed the bridge from under him had nothing on the gas engineer at this Depot who hunted a gas leak, in the steam heating plant, with a lighted match. If the gate watchmen had not stopped him he would be going yet. Recently, about midnight, Capt. Langtry, Q.M. Corps, answered the "SOS" and got out of bed when the thermometer stood at 18 degrees (in "Sunny San Antonio") to cut off the gas. Serious damage was narrowly averted by his cool judgment and prompt action.

Lieuts. Vansman, Aldworth and Chapman returned by rail from Selfridge Field, Mich., where they had ferried three AT-1 planes turned out by this Depot. Among other points of interest on the trip, they visited the Stout Airplane Plant at Detroit.

We are glad to receive back into our midst Warrant Officer Mayberry, who had quite a siege of sickness in the Hospital at Fort Sam Houston since the first part of September.

A matter of great regret to the Depot was the departure of Lieut. Lewis A. Dayton for the Rockwell Air Intermediate Depot, Rockwell Field, Calif. Lieut. Dayton is under orders for foreign service, and is slated to sail for Hawaii about April 2nd. He will be on temporary duty at Rockwell Field until time for sailing. With his family he left this station enroute by auto to Rockwell, accompanied by the best wishes of the command.

Lieut. McMullen recently left this Depot, ferrying a TW-5 plane to Maxwell Field, Montgomery, Ala., for delivery to the Air Officer of the 4th Corps Area. From there he left on an extended leave of absence in his native State of Florida. We learn to our regret that he is likewise scheduled for foreign service, to sail for the Philippines about April 3rd.

Lieut. Brophy, who has been appointed as our Adjutant, with all the parallel jobs accompanying, appears with his new boots freshly shined each morning; he has also acquired the latest model of "Beau Brummel" shirt, a consignment of which was recently received by our Post Restaurant and which, upon arrival, were found to be marked with the trade name "Brosephus".

Much to our surprise, "Old Sol", who serves the Government activities in this area faithfully and unremittingly, was granted a few days vacation from his arduous labors by the weather man, beginning with Christmas. The thermometer at one point shrunk to 18, and a light flurry of snow fell, sufficient to give ocular proof to the ^{younger} generation in this vicinity of the actual existence of such a thing.

Lieuts. Clark and Ignico availed themselves of a few days' hunting leave and on their return Lieut. Clark reported having taken a twelve-point buck deer and a bad cold, while Lieut. Ignico's bag was one duck and one good ducking.

Another specimen of letter received at the San Antonio Depot:-

"The Aviator-in-Chief,
Airplane Making Depot,
Duncan Field, San Antonio, Texas.

My dear Sir:

I am taking the liberty of writing you with regard to my only son, Reginald Edward, whom I am most anxious to have enter the Aeroplane Service of our Country.

I do not know what the exacting requirements are for a sturdy young American man to enroll in the Military Branch of our Government and become an Aviator but will give you a brief history of him and his accomplishments so far, and we are very proud of him.

On June 10, 1908, he was born at nine in the morning, on a grand, bright, sunny and memorable day, coming just like the opening of a splendid rosebud. In fact, June is the mid-year month for roses, and I think that accounts for his very delicate rose complexion that he has now. He developed quite rapidly, after birth, in a physical sense, and at the age of three, he was able to get about in the house very well. In addition, his intelligence showed up very markedly, and when nearly four years of age, he began shouting "Ba - ba!" with much glee and we knew then he would become a man of superior intelligence. We took every precaution to insure his perfect physical and mental development and when he became six years old sent him to Miss Eliza Sloan's Kindergarten. He did so well in Miss Sloan's school that he was selected to recite Donby's "Little Bo-Peep" at the end of his second school term and he was only seven years old then. I made him the cutest corduroy knicker suit, with a fine large collar waist, and brown and white stockings and nut-brown shoes, and he looked just too cute for anything. I wish you might have seen him, for I know you would have enjoyed seeing and hearing him.

We then decided to send Reginald to a select boarding school for boys and he was sent to Miss Rimes' Academy, where he remained until he became fifteen years of age. During his tutoring at Miss Rimes' Academy he had every attention and requisite necessary to insure his full mental and manly development, and was surely a fine looking boy - in fact the other boys used to call him "Sweetie" - he looked so dear and lovable. We made it a point to see he did not ruin his gastronomical organs while growing. Reginald has never been permitted to eat pretzels or bananas after six o'clock at night, nor has he been encouraged to eat coarse foods. Of course, he has eaten eclairs and sweet pickles a number of times at night, when the girls would come over to our house and join him in knitting. Reginald has become quite proficient in his ability to knit and has really made a number of dainty knitted pieces, which he gave to one or the other of the girls.

Then, too, we have striven to keep him genteel and sweet, by not having him indulge in those rough athletic games so much in vogue these days. Added to this he has been trained to keep up a very exacting routine each day to insure his good appearance and good health. Each morning he partakes of a lukewarm bath, using lavender bath salts and a delicately perfumed toilet lotion. He also takes a milk face-and-hands rub each night when retiring, so I believe you could say he is in prime condition physically. Our dear boy is now a young man, upstanding and about to begin his career in life. We have often watched aeroplanes pass over the house and each time this occurred, Reginald has gone to the windows and earnestly watched them fade away in the distant sky and I am sure he is vitally interested and would make such a charming aviator. He also shows a mechanical bent as several times when using the sewing machine in the making of foot warmers, which he knitted for himself so well, the leather belting on the small motor came off - but Reginald very promptly put it back on without even calling anyone to help, and that indicates he has mechanical ability. I am inclosing a recent photo of him. Just look at those heavenly eyes - his lovable face and also note how well he wears his clothes. I am sure you will agree he is a most charming boy.

If you will be kind enough to give Reginald's qualifications careful consideration and let us know what the next step will be to apply for his appointment to become a Military Aviator, I shall be most grateful. If one of your aviators could fly down here some day, he could personally meet and talk with Reginald. We have tea and milk cakes each day at four and would be glad to have one of your officers call at that hour.

Respectfully,

Torres-on-Rio,
Nov. 24, 1925."

Mrs. Abigail Burns Weston,
V-5532, A.S.

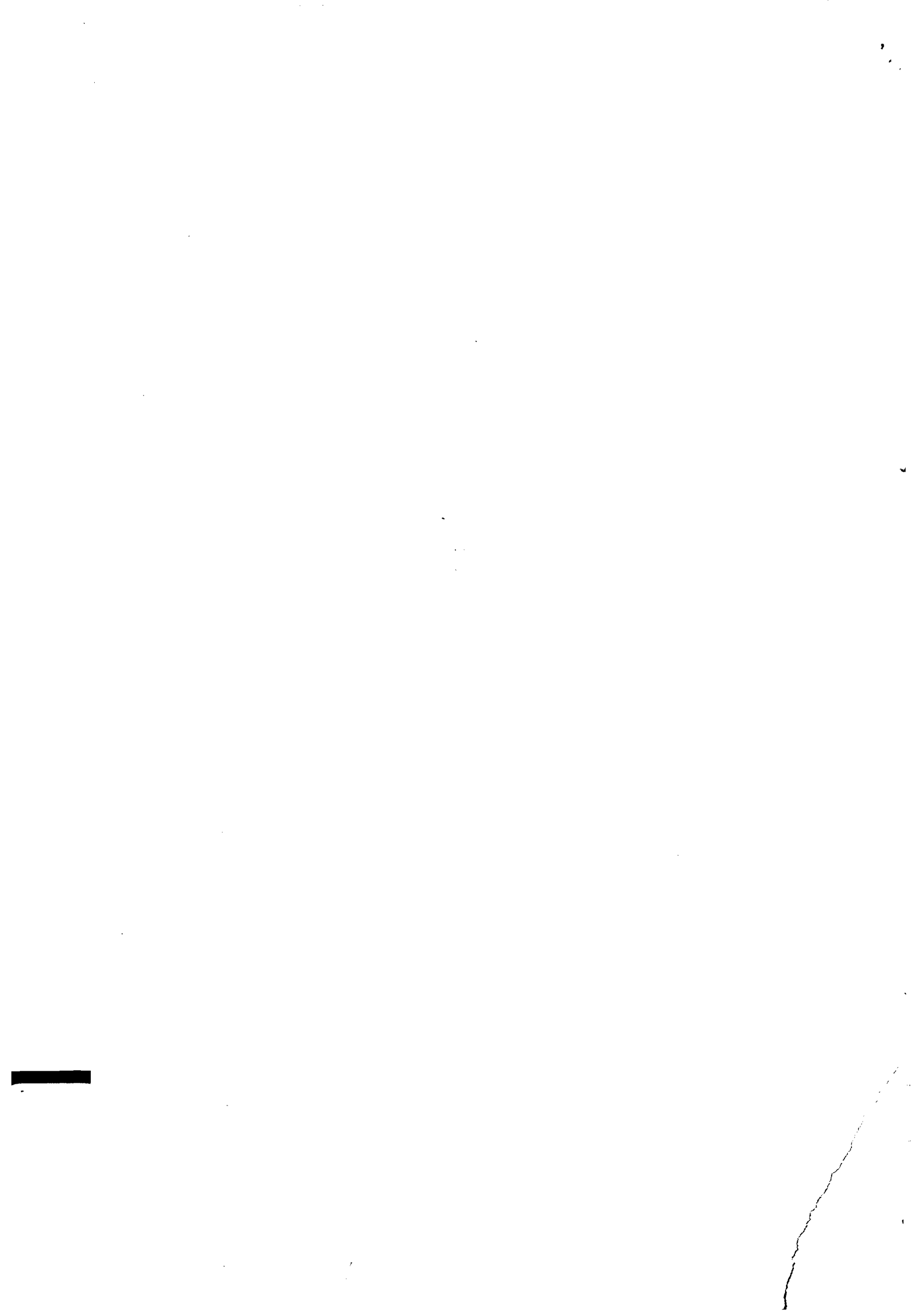
TO COMMANDING OFFICERS OF AIR SERVICE FIELDS

Quite a number of Air Service fields have not sent in contributions to the NEWS LETTER for quite a while. One of the purposes of the NEWS LETTER is to disseminate information covering activities at the various Air Service fields, both in the United States and the Insular possessions. It can be readily appreciated that the non-receipt of news items from any particular field handicaps to that extent the efforts put forth to make the NEWS LETTER a truly representative organ of the Army Air Service. What is required is the whole-hearted cooperation of every Air Service activity.

New items from the following fields have been conspicuous by their absence for a number of months, and it is requested that the information officers stationed thereat proceed to arouse themselves from their lethargy and begin sending in their news contributions at least twice a month:

Mitchel Field, L.I., New York.
Maxwell Field, Montgomery, Ala.
Selfridge Field, Mt. Clemens, Mich.
Chanute Field, Rantoul, Ill.
Pope Field, Fort Bragg, N.C.
Middletown Air Intermediate Depot, Middletown, Pa.
Bolling Field, D.C.
Scott Field, Ill.
France Field, Panama Canal Zone.
Luke Field, T.H.
All stations in Philippines.
Phillips Field, Aberdeen Proving Grounds, Md.
Post Field, Fort Sill, Okla.
Wheeler Field, T.H.

Contributions from Reserve and National Guard activities will also be welcomed.





F. C. GARRY
AIR SERVICE

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The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard, and others connected with aviation.

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ALTITUDE FLYING

That the man on top is usually the winner is a conceded fact, but not until the late war was it forcibly brought home that the principle also applied to aerial combat. The vantage point of the airplane that can stay "on top" where it can dive upon the enemy is unquestionable.

And thereby hangs the tale of the altitude flights conducted at McCook Field, Dayton, O.

An average airplane climbs until it reaches its limit; in other words, all airplanes have a definite height or ceiling beyond which they cannot go without change of engine or propeller. The supercharger, which supplies the proper proportion of air to the carburetor, keeps the engine more nearly at its normal power and enables the plane to climb far beyond the limits of its natural ceiling. Especially important is this from a military standpoint since, in the less dense air, the speed of the plane as well as its climbing power is greatly decreased.

To the average person - the one not of a mechanical turn of mind, - the most fascinating part of the altitude climb is the effect on the pilot. The three elements he must combat are cold, lack of oxygen and lack of air pressure.

In the altitude trip made by Lieut. Macready on February 22, 1924, a temperature of 83 degrees below Zero, Fahrenheit, was recorded, but more usually a temperature of around 70 degrees below Zero is experienced at a 35,000 foot altitude.

To date the element of cold is the most easily combatted of the three. Great strides have been made to keep the pilot as comfortable as possible. In his most recent flight, Lieut. Macready wore, over his uniform, a heavy suit of woolen underwear and over that a leather flying suit thickly padded with down and feathers. Accessories to this costume were fur-lined gloves, fleeced-lined moccasins over regulation boots, headgear lined with fur, which with the oxygen mask completely covers the face. Even goggles were coated on the inside with anti-freezing gelatin supposed to be efficient up to a temperature of 60 degrees below zero.

Lack of oxygen and lack of pressure are much more difficult to withstand. Most pilots must begin taking oxygen around 16,000 or 17,000 feet, using more and more as they ascend. At extreme altitude, say 30,000 feet, it makes no difference how much oxygen the pilot consumes for it does not appear to assimilate at all. It is at that point that he begins to feel the lack of pressure. The lungs are accustomed to handling a certain amount of air in a medium of 14.7 pounds pressure per square inch. When they are operating in a medium of 3 or 4 pounds they do not have the power to take in five times the volume that would be necessary to get an equal amount of air or oxygen.

This is the point at which the pilot must watch himself. The least movement of his arms or any part of his body causes a need for more oxygen. In merely reaching forward to throttle or to make a slight adjustment, he will become somewhat light-headed and he must refrain from further movement. Should the oxygen supply fail at extreme altitudes the pilot would probably become unconscious within one minute.

As long as the oxygen supply holds out and the pilot remains silent there appears to be no cause for alarm as to his safety, provided he is in good physical condition and used to operating at unusual heights.

To relieve the pilot of the responsibility of keeping any data, so that his precious energy at extreme heights may be used for the business of piloting the altitude plane is equipped with recording instruments. Recording is all done by a stylus on smoked paper and from the registrations thus made the engineer who makes up the data can determine individual findings or coordinate them.

The new altitude plane, known as the X-50-5, has many improvements over the LePere P-53, which secured world altitude records for the United States on two different occasions. The new model was designed and built by the Engineering Division, McCook Field, in 1923, but since then has undergone considerable remodeling.

The first important change was made in the wings. Following the design of the Joukowsky StAe-27A, which type was selected because of its high lift, the Engineering Division built a set of wings of wood and fabric construction, heavily cambered, extremely thick at the leading edge and tapering sharply. The wings present a total area of 600 sq. feet, with an aspect ratio of 10.

The inside of the fuselage has undergone several changes. Liquid oxygen flasks, in former flights placed in the rear cockpit, have been moved in back of the rear cockpit with tubes and regulators carried through to the front cockpit. The rear cockpit carries the recording barographs and thermographs, sealed over.

The pilot's cockpit is completely lined, the floor and lower half of the walls with plywood, the upper half with quilted felt corduroy, which coming around the back of the pilot's seat, forms a taut cockpit covering. This fastens about the pilot's neck and extends to the cowling. Even the opening about the socket of the control stick is closed over with corduroy, the whole interior thus being made snug against wind. Through the cowling, of transparent celluloid, the pilot looks down upon his instruments and controls.

To further protect the pilot from the extreme cold, an extra heating apparatus is mounted in the remodeled ship, on the exhaust manifold on the left side of the plane. The cold air passing over the hot manifold and becoming heated is led through a tunnel into a flexible conduit which, extending into the interior of the cockpit, ends near the control stick. In this way warm air is directed to the pilot's hands and because the conduit is flexible it may be directed to any part of his body. Dampers are provided in the tunnel, making it possible to keep the temperature from becoming too warm at the lower altitudes.

As to the commercial aspect of the altitude plane, photographic work may be accomplished as high as 35,000 feet. The plane may be out of hearing and sight of those on the ground, and yet remarkably clear views made of great areas. For mapping a large territory, for either commercial or military purposes, the altitude plane is of great value.

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ACTIVITIES OF THE FIELD SERVICE SECTION, FAIRFIELD, OHIO

It is the policy of the Field Service Section - the field and operating office of the Supply Division - to give all possible assistance to Commanding Officers, not only by furnishing supplies as promptly as circumstances will permit, but also by personal contact with Commanding Officers in the field to find out just what are the most urgent problems in supply and maintenance.

In accordance with this policy, Lieut. C.A. Cover, Lieut. Leon E. Sharon and Mr. W.D. Kennedy made an extended trip by air recently from Fairfield to San Diego, visiting enroute practically all of the Air Stations in the West.

Major George H. Brett, Officer in Charge of the Field Service Section, has been detailed a member of the Air Service Technical Committee on standardization, and made a brief visit to Washington recently to attend a meeting of this Committee.

Mr. O.J. Neff returned from the Pacific Coast, where he prepared catalogs of airplanes being manufactured at the plants of the Boeing Aircraft Company of Seattle, and the Douglas Aircraft Company of Santa Monica, Calif. Mr. L. W. Armour is preparing a catalog of the Loening Amphibian Airplane at New York City. Mr. W.M. Moore returned from the Middletown Air Intermediate Depot where he assisted the Cost Officer in putting into effect the Air Service Cost Accounting System.

The following brief account of the work of the Field Service Section may be of interest to the Air Service at large:

The Officer in charge of the Field Service Section is Major George H. Brett. With him are four other officers - Lieuts. L. E. Sharon, C.A. Cover, E.M. Giles and W.J. Hanlon - and one hundred civilian employees.

The duties of the Field Service Section are to supervise the maintenance of Air Service equipment; to direct the operation of Air Intermediate Depots; to direct the distribution of supplies to all field activities; to recommend the procurement of supplies; to maintain consolidated records of all supplies on hand in the Air Service; to prepare catalogues of aeronautical equipment; to prepare tables of basic allowances; and to supervise all cost accounting activities. It maintains close coordination with the Engineering Division (McCook Field) on all problems mentioned above; also on questions of design, service test and development.

For the efficient administration of these lines of work, the Field Service Section is divided into four branches - Maintenance, Materiel, Cost-Requirements and Coordination.

In February, 1925, personnel became available for the establishment of a Methods Section within the Maintenance Branch. The few instructions which had been issued prior to that time were prepared by personnel engaged in routine duties. Due to the careful study necessary and the amount of labor involved in the preparation of methods, only such instructions as were absolutely required in the Service had been published up to that time. The manuals to be written by the Methods Section will eventually solve many of the maintenance difficulties confronting Engineer Officers in the field. Complete instructions covering the Liberty engine will be published in the near future. This publication will cover the following points regarding this engine - handling, packing, inspection, installation, maintenance, overhaul, reconditioning, repair, reclamation, test stand equipment and layout, testing, preparation for storage, storage and preparation for shipment. In connection with the preparation of this Manual, it was found necessary that certain tools be adopted for use in performing the various operations. To date over sixty special tools, fixtures, and appliances have been designed and drawings prepared. Procurement of these tools will be made at such time as funds become available.

The Field Service Section is the agency charged with recommending what materials shall be purchased, such recommendations being based on data of actual consumption of supplies at all Air Service stations, and it passes upon all questions pertaining to distribution and issuance of supplies.

A number of catalogues of Air Service equipment have recently been compiled and more are now in progress. Members of the Field Service Section are detailed to the factories where new types of airplanes are being constructed, in order that the catalogues may be published at approximately the same time that the planes are delivered to the service. These catalogues are illustrated with photographs showing the various parts and assemblies. They are especially useful to Supply Officers at all stations for ordering supplies and for keeping the correct names and part numbers on their stock record cards.

The Field Service Section aims to be an alert, progressive organization. "Service" is its middle name, and service to every station and to every pilot is what it is endeavoring to give.

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WAR TIME CIVILIAN FLYING INSTRUCTOR OPENS COMMERCIAL FIELD

Joe Lievre, civilian flying instructor at Kelly Field, Texas, during 1916-1917, and for the last four years flying instructor for the Mexican Army, has opened up a commercial field about three miles west of Brooks Field, Texas, and extends an invitation to all pilots who may care to use his field.

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DOUGLAS O-2 PLANES FOR CHANUTE FIELD

Douglas O-2 airplanes being constructed by the Douglas Aircraft factory at Santa Monica, Calif., for the Army Air Service, are now being completed, and it has been customary for pilots, at stations to which these ships have been assigned, to be detailed to ferry them to their home stations. A flight consisting of Major W.C. McChord, Captain Chas. B. Bubb, Lieut. J.V. Hart and Lieut. H.G. Peterson departed recently for Santa Monica by rail to receive the ships assigned to Chanute Field. The men were delayed at the Douglas Factory for a few days; and Major McChord and Captain Bubb took advantage of the delay by flying the O-2's around the factory airdrome. Staff Sgt. L.J. Smith, Sgt. C.E. Butley, Pvts. H. D. Castro, Remy Marcal and Jacob H. Brownstein of

Crissy Field, Calif., were awaiting transportation to Chanute Field to take different courses in the Air Service Technical School, and they were assigned as passengers on the Douglas O-2's, thus saving the cost of transportation by rail. After a five days' stay at Santa Monica the flight took off for San Diego enroute to the home station, accompanied by Capt. O.H. Quinn, also ferrying an O-2 to his home station, Bolling Field. The flight was uneventful, delays being caused only by inclement weather.

From San Diego the Flight made hops to Tucson, Ariz.; El Paso, Texas; San Antonio, Texas; Muskogee, Okla.; and made the last hop from Muskogee, Okla., to Chanute Field, arriving 12 days after departure from Santa Monica. The O-2 assigned to the Air Service Technical School has been doing its allotted flying, and it seems that all the pilots are satisfied with its performance. The O-2 climbs and performs very well, is powered by a Liberty-12 motor, and carries fuel for a flight of eight hours.

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PRODUCTION WORK AT SAN ANTONIO AIR INTERMEDIATE DEPOT

With consistent maintenance of its usual record for quantity and quality of production, the following airplanes and engines have been overhauled and repaired during the month of January:

Airplanes, - 4 DH4M-2, 9 DH4M-1, 2 DH4B, 1 TW-5, 2 VE-9, 1 MB3A, 1 JN, 1 PT-1, 1 SE5E, 1 NBS-1, 1 Douglas O-2, 1 Douglas C-1, total 25. Engines, - 53 Liberty, 10 Wright H-3, 4 Wright-E, 1 Packard, 1 Lawrence J-1, total 69.

During the absence of Lieut. Clements McMullen, Engineer Officer of the Depot, the Engineering Department has been in charge of Lieut. Arthur W. Vanaman.

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NEW CONSTRUCTION WORK AT THE SAN ANTONIO DEPOT

The construction of a new Paint and Dope House for the Engineering Department of the San Antonio Air Intermediate Depot, Texas, having been approved, the contract was let by the Constructing Quartermaster of Fort Sam Houston, and the work is now under way. This will be a steel hangar 200 x 110 x 20 feet, affording ample room for the extensive operations required in the doping of airplane fabric, etc., and will be a most welcome improvement, the old building housing this activity being so constructed and in such condition as to impair efficient production in this respect.

The headquarters office has been rearranged and partitioned off in such a way as to add materially to the efficiency of the administrative work of the Depot.

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MUNCIE, INDIANA, ON THE FEDERAL AIRWAYS

It is possible that Muncie, Indiana, will be placed upon the Federal Airways in the very near future. Mr. Mark Miltenberger, Secretary to Congressman Albert H. Vestal, of Indiana, recently called at the Office of the Chief of Air Service with reference to the matter. Mr. Vestal's Secretary pointed out that the City of Muncie has two landing fields; that the population is about 45,000; that the people are becoming interested in aviation; and that he believed the flying public as well as the people of Muncie would be benefited by an extension of the air line to that place.

As a result of this conference, the Chief of the Airways Section decided that when the new maps are issued he would recommend an extension of the proposed airway system through Muncie. The officers in the Office, Chief of Air Service gave Mr. Miltenberger some valuable suggestions as to how to proceed to draw commercial airways trade which they believe will soon boom. He was informed that the cities which became sufficiently interested in aviation several years ago to establish municipal airports and continually kept up interest are the ones which are now being favored as far as practicable by positions on the air map.

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The great military tournament and athletic meet of 1925 of the Philippine Department, in which the Air Service took fifth place out of sixteen entrants, is now a matter of history.

For 5½ days something was doing every minute in track and field events, such as swimming, boxing, wrestling, basketball, soccer, baseball, golf, polo, and riding. The athletic field was gaily decorated with flags of all nations, and there were many exhibits by the various sixteen organizations which entered the meet and competed for the 40 silver cups, 163 medals and 111 ribbons.

The Air Service scored 47½ points in the various athletic contests, winning first place in the discus throwing and second place in the 40-yard swim. In the baseball elimination contests, the Air Service team defeated the 50th Coast Artillery 6 to 4 and the Special Troops of Manila 8 to 3, but lost the final game to the "Hard Hitting Bruins" by the score of 6 to 2. The personnel of Camp Nichols and Clark and Kindley Fields were out in force for the final game, and the rooting on both sides was nothing short of the combined racket of a boiler factory, 17 brass bands and a mad house. In the basketball contest the Air Service men, while defeating the 92nd Coast Artillery 31 to 5, lost to the 15th Infantry 36 to 25. The excellent showing of this team was due in a great measure to the coaching of Lieut. Kessler. The tug-of-war team, although performing excellent work, failed to capture a place. In the soccer tournament the Air Service took both the 45th Infantry and the 57th Infantry into camp with the respective scores of 8 to 0 and 4 to 1, but lost the championship game to the 31st Infantry by the score of 3 to 0. The Air Service put up a good fight but lost to a more experienced team.

The Air Service exhibit booth was both instructive and interesting and was declared by many to be as good as any on the field. It included two types of service engines - a Wright and a Liberty - with an elaborate array of parts; a .50 caliber Browning and a .30 caliber Lewis Machine Gun; parachutes; a model of a modern airport, etc. A wing from the "Chicago" of World Flight fame was also on display, as well as all the latest wrinkles in photography.

Master Sergeant Nichols, under whose capable management came the parachute exhibit, deserves no little credit and is to be commended upon his indefatigable and precise explanations to all and sundry of the whys and wherefores of parachutes. Major-General Weigel himself was one of the most interested listeners at a long session and, we hear, is half decided to make a jump, so clear, complete and convincing were Sergeant Nichols' explanations. Master Sergeants Putnam and Pulliam, and Staff Sgts. Wells and Michler were in charge of and very efficiently handled the other exhibits. Carr, the 66th dhobie champion, guarded the exhibit through four nights singlehanded.

Concerning the drawing power of this exhibit, it is worthy to mention that all who viewed it asked innumerable questions and sought explanations of this and that. A fair percentage were Air Service men, which would indicate that there is some truth in the contention of some that a goodly number of those who enlist in the Air Service know little about airplanes at the end of their three years, due to some having become lodged in a rut of some kind or another and never given the opportunity to learn. A permanent exhibit of this nature, located on the field and available to all, would doubtless be of considerable educational value to those who, otherwise, have no opportunity of learning "what makes the durned thing fly".

The mobile exhibit, consisting of two formations - one of five DH's and one of five bombers, demonstrated to an admiring throng, formations in line, column and vee and the "Filipino shift". A dummy parachute jump was made from one of the ships at an altitude of about two hundred and fifty feet, and it was here that the safety and practicability of the service chute was demonstrated, the chute being fully open at fifty feet from the plane and landing about one hundred and fifty feet from the Commanding General's stand.

Due to this dummy jump, there are two officers somewhere in the Department who were each startled out of a year's growth. They were standing on the exact spot where the dummy chose to land but were unaware of the fact that it was on its way down until one happened to glance up and there, coming directly at him from the thin air, and only about six feet away, was a man, tied on to about steen yards of silk with a couple dozen clotheslines. They just did manage to tumble out of the way, both convinced that the devil, himself, was after them and, afterwards exclaiming, "Why didn't that fellow sound his horn?"

A word of thanks is due the M.P. and Q.M. Detachments, at McKinley, who did so much towards making the meet enjoyable for the athletes as well as many of the spectators. To be brief - they fed us.

Speaking of the meet in general, the enthusiastic spirit shown by Clark and Kindley Fields and Camp Nichols in producing Air Service Teams and individual contestants leaves nothing to be desired in that respect.

The showing made and the places won are indicative of real cooperation, but we can never expect to make a big showing until athletics are administered in moderate, but steady doses, interspersed with other work, thus keeping the athletes always in the pink of condition and developing new ones, in lieu of huge quantities of it for a short month or two a year and then nothing.

While we are pleased; yes, highly pleased indeed, that we placed as high as fifth in the Department, out of a field of sixteen entrants, we will never be satisfied until we cop that big cup.

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NIGHT FLYERS CONVERSE BY RADIO WITH STATION WLW, CINCINNATI
By A.M. Jacobs

The Radio Laboratory at McCook Field, Dayton, Ohio, as well as the Crosley Radio Corporation, better known to radio fans as Station WLW, was deluged with letters as a result of the radio broadcasting tests conducted on the night of January 29th from a Martin Bomber flying above Dayton, Ohio, and rebroadcasted through WLW. Enthusiastic listeners-in wrote from Cobalt, Ontario, Canada; San Antonio, Texas; Berkeley, California; Concord, New Hampshire; Portsmouth, Virginia, and many other places to the extent of 400 letters, commenting on the clearness with which the message was received in the home sets, though the hum of the propeller had been audible, and expressing anew the wonder of the possibilities of radio. Since the test was for the purpose of learning the night distance range of the SCR-134, the regular Air Service transmitting set installed in the plane, it was considered successful.

These tests linked up, however, with previous tests performed in December, in which a distinctly new and unique use of radio as an aviation asset was tried out. The Crosley Radio Corporation, whose laboratory situated in Harrison, Ohio, is among the most powerful broadcasting stations in the country, cooperated with the Government. The idea was to ascertain the practicability of enlisting the services of commercial radio companies to assist in carrying messages from a plane to another plane or field or station beyond the range of the plane's own wireless equipment. The tests were conducted under the direction of Captain W.H. Murphy, Signal Corps, who acted as broadcaster from the plane. The plane carried the regular SCR-134 transmitting and receiving set developed for Air Service use and flew for most of the tests at an altitude of approximately 5000 feet.

Captain Murphy, operating by a prearranged schedule, requested WLW to call Major E. L. Hoffman on the long distance telephone. Major Hoffman is in command at Lunken Field, the Cincinnati airport, some 65 miles distant from Dayton and 30 miles from Harrison (WLW). The telephone through which Major Hoffman answered was so linked with the powerful WLW transmitter that his conversation was carried straight through to the receiving set on the airplane. Captain Murphy, in answer to Major Hoffman's "Hello", spoke into his airplane transmitter and his words, caught by the receiving set at WLW, was both rebroadcasted for the benefit of listeners-in throughout the country and carried through the open telephone directly to Major Hoffman. Captain Murphy told Major Hoffman that he was flying toward Cincinnati and expected to land at Lunken Field if convenient. He had been told that hilly country surrounded the field and wanted to know the best manner of approach, also the condition of the ground, since one of his tires was slack of air. Captain Murphy threw the switch from his transmitter to his receiving set and Major Hoffman's voice replied directly saying that he would be glad to have him land at the field, gave directions for landing and the ground conditions. Captain Murphy then inquired if Lunken Field was equipped to put air in his tire and was answered in the affirmative. There was further conversation, all of which came through clearly and was caught on various home receiving sets within a range of 700 miles.

In another instance, by direct communication with the WLW Station, Captain Murphy was guided by verbal direction from Dayton, directly above the station, the exact situation of which he was ignorant, the town of Harrison not being on any map. Rivers, landmarks, hills were easily picked up by the plane as each was described by the radio broadcaster, no time being lost flying about finding the way and the flight being accomplished under the quickest, easiest, and surest circumstances.

The use of the commercial stations for lengthening the radio range of the plane set or for bringing the plane in touch with a field not equipped with radio transmitting and receiving sets has great possibilities of usefulness, especially to planes flying long distances. Weather changes may have occurred after the take-off of the plane from its starting point upon which it may be most important to get information. The flight may extend into a part of the country of which maps of the flying field were not available and if the pilot before his arrival could learn the topographical conditions surrounding it and the best manner of approach and landing in it, the aid would be considerable. If a pilot were flying across the mountains to Long Island, for instance, and the Long Island field lay in heavy fog, the pilot calling in could be told of it and directed, possibly, to a New Jersey field out of the fog area. If a pilot, delayed by storms or headwinds, needed to send word ahead to a field to have the lights turned on for him, or to have some one on hand to help him gas his plane after closing hours, the help would be considerable. He might have to procure hangar space for his plane for the night, and, in the absence of same, could be directed to another field near by. If commercial radio stations could be contracted with to deliver service of this type to airplanes, listening-in at definite times each day for them, each quarter or half hour, for instance, the flyer could put in his call at the proper time and be assured of practically as good communication facilities as if he were calling by telephone from an office building on the ground. In this fashion commercial transport lines also could keep in constant touch with the stations ahead from the start to the finish of a flight. As demonstrations of what could be accomplished with equipment at present available and proved, these tests were considered most successful.

The extract from the following letter shows that the lay as well as the professional imagination has been stirred by the possibilities of radio in connection with aviation - the letter was one of the four hundred mentioned earlier in the article: "By Jove, those boys have got something! That five ton thing up there going round and round, talking to the ground and to other ships some place; what if they were using a wave length we couldn't tune in on, or a code, and dropping something besides flags and fireworks! I tell you they've got something".

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BOMB DROPPING UNDER ADVERSE WEATHER CONDITIONS ✓

First Lieut. J. D. Barker, pilot, Tech. Sgt. Nero, Bomber, and Sgt. Willard, Radio Operator, successfully accomplished on January 28th a bombing mission under very adverse conditions at Phillips Field, Aberdeen Proving Grounds, Md. A 2,000 pound bomb was dropped from an altitude of 4,000 feet, despite the fact that a 50-mile wind was blowing and the temperature was approximately zero at that altitude. The Post Commander in a letter states:

"I have verbally expressed my congratulations to some of the personnel and am pleased to make the incident a matter of record, with the request that you notify all concerned of my admiration and congratulations for this most excellent feat of accomplishment under very trying conditions."

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IRISH AIR FORCE TO ATTEMPT FLIGHT ACROSS THE ATLANTIC ✓

According to the British Aeronautical publication FLIGHT, plans for a trans-Atlantic attempt are now rapidly taking shape in the Irish Air Force. A three-engined British airplane, carrying two pilots and a navigator belonging to the Irish Free State Air Force, is to ascend from Clifden, Co. Galway, in July next in an attempt to fly non-stop to Newfoundland.

The technical advisers of the Saorstát Government, in collaboration with well known British aviators, have chosen July for the attempt, because in that month the head-winds that oppose any flight westward across the Atlantic are least powerful.

Negotiations are proceeding with several British aircraft firms for a suitable machine, which it is stated should be driven by three air-cooled engines. The cruising speed of the plane, it is calculated, will be from 85 to 90 miles an hour, and allowing for a moderate head-wind, the machine should alight at St. John's, Newfoundland, about 24 hours after departure.

The distance to be negotiated is 1,900 miles. The start will be made from Clifden, on the Galway coast, the village famous in aeronautical history as the spot where Alcock and Brown, the British aviators, landed in 1919, having flown eastward from Newfoundland in 16 hours.

It is believed that Colonel C. F. Russell, who is in command of the Air Force, will be the chief pilot. Colonel Russell's headquarters are established at Baldonnel, outside Dublin. He is an experienced aviator and graduated at the Farnborough Airdrome and fought with the British forces during the war. The proposed flight may be taken as an indication of the early development of the Air Force in the Free State.

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PRODUCTION WORK AT THE FAIRFIELD AIR DEPOT

The production of the Repair Shops of the Fairfield Air Intermediate Depot, Fairfield, Ohio, under the direction of Captain Edward Laughlin, Engineer Officer, was as follows for the six months ending December 31, 1925:

Production Work by Months (Major overhauls only)

<u>Airplanes</u>	<u>July</u>	<u>August</u>	<u>September</u>	<u>October</u>	<u>November</u>	<u>December</u>	<u>Total</u>
MB-2	-	1	1	1	2	-	5
SE5E	-	1	-	-	-	-	1
MB3A	7	1	4	4	-	-	16
DH4M-2	7	2	4	9	-	1	23
DH4M-1	-	-	-	-	-	1	1
DH4M -2P	-	4	3	1	-	-	8
DH4M-2A	-	-	-	-	-	1	1
DH4B-M	1	1	-	-	-	-	2
JNS	4	6	4	3	8	-	25
Vought	1	1	1	-	-	-	3
NBS-4	2	-	1	1	1	2	7
DH4BM-2P	-	-	-	-	1	-	1
	<u>22</u>	<u>17</u>	<u>18</u>	<u>19</u>	<u>12</u>	<u>5</u>	<u>93</u>
<u>Engines</u>							
Liberty	21	19	29	39	28	19	155
Wright-E	1	29	6	6	8	11	61
Wright-H-3	-	1	5	2	-	-	8
Wright-H	-	-	-	-	1	-	1
Curtiss D-12	1	-	-	-	-	3	4
	<u>23</u>	<u>49</u>	<u>40</u>	<u>47</u>	<u>37</u>	<u>33</u>	<u>229</u>

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ADVANCED FLYING SCHOOL TO INDULGE IN GUNNERY PRACTICE

Students attending the Advanced Flying School at Kelly Field, Texas, are by this time indulging in gunnery practice at Galveston, Texas. According to plans and preparations for this event, the Gunnery Expedition was scheduled to leave Kelly Field for Galveston, Texas, on February 20th. Captain A.B. McDaniel, Officer in Charge of Training at the Air Service Advanced School, left for Galveston on February 10th to complete arrangements for the gunnery site.

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ARMY PILOTS ESTABLISH RECORD FOR WINTER FLYING OVER MODEL AIRWAY

During the month of December, in spite of unfavorable weather conditions, all flights started over the Model Airway were completed. There were no accidents and just one forced landing. This is a record for winter flying that the Air Service may well be proud of.

In order to improve the facilities offered visiting personnel at stations on the Model Airway, the Chief of Air Service has directed that a record chart showing all facilities offered at stations be kept in the Airways Section, Office, Chief of Air Service. This chart will be corrected monthly from reports made by pilots flying the scheduled airways.

Fort Wayne, Indiana, has been discontinued as a regular stop on the Model Airway and Lunken Airport, Cincinnati, Ohio, has been added. Lunken Airport, a splendid flying field, located close to Cincinnati, has excellent quarters for visiting pilots and equipment to render rapid service to visiting aircraft. Air navigation maps covering the entire Model Airway have been published and distributed.

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CHANUTE FIELD PUBLISHES A NEWSPAPER

The personnel at Chanute Field, Rantoul, Ill., are evidently an enterprising and enthusiastic lot of men, concrete evidence of this being a semi-monthly newspaper published at that station under the name "The Chanute Field News and The Air Service Technical School Bulletin". This publication is of regular newspaper size, consists of ten pages, and is full of interesting and instructive articles pertaining to the various activities at the Technical School. Following the custom of other newspapers, the back page is devoted entirely to photographs.

The editor is Mr. Robert R. Aurand, familiar to readers of the Air Service NEWS LETTER, inasmuch as he has contributed many interesting articles to this publication in the past.

It is hoped that the Chanute Field News will enjoy a long and prosperous existence.

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WHAT'S IN A NAME

The NEWS LETTER Correspondent from Wright Field, Fairfield Air Intermediate Depot, writes that a report of survey from Mitchel Field states that Private Paul Revere of the 5th Observation Squadron deserted on Armistice Day, 1925, taking a pair of leather gauntlets with him. He adds that next month we will probably learn that George Washington and Nathaniel Greene were deserters, also that the Report of Survey should have borne a notation like this:

"Listen, my children, and you shall hear,
Of property lost by Paul Revere.
That was in the year 1925
Scarcely a man is now alive
Who remembers that famous day and year".

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LOWEST BID ON POSTAGE STAMPS

The NEWS LETTER Correspondent from Wright Field is guilty of another story, which reads as follows:

"Practical jokers are occasionally found in the Air Service. For example, the Depot Supply Officer at Rockwell Air Intermediate Depot, in preparing a purchase order for a quantity of two-cent postage stamps, solemnly avers: 'I certify that the proposal on which this order is issued was the lowest bid.' Did he expect to get a discount for cash? We understand that the successful bidder was the Postmaster at Coronado; the names of the unsuccessful bidders do not appear."

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KELLY FIELD FLYERS PILOT DOUGLAS O-2's FROM PACIFIC COAST

Seven officers from Kelly Field, Texas, left recently for Santa Monica, Calif., for the purpose of ferrying back to Kelly Field five new Douglas O-2 planes. The trip to the Pacific Coast was made in a Douglas Transport piloted by Captain F. I. Eglin. Those making the trip as passengers were: Major Frank M. Andrews, Captain Robert C. Candee, 1st Lieuts. A. C. Kincaid, Y. A. Pitts and T. W. Blackburn. Leaving Kelly Field on Saturday, January 30th, the Transport made a stop at Tucson, Ariz., and left that place at 10:10 A.M., January 31st, reaching Rockwell Field that evening.

Major Andrews and Captain Eglin returned to Kelly Field with new Douglas O-2 planes on February 8th and Lieut. Pitts arrived with the Transport on the same date. Lieuts. Kincaid and Blackburn brought in two more O-2's on February 9th. Captain Candee will ferry another O-2 back on the completion of a seven-day leave of absence on the West Coast.

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FLYING THROUGH THE SOUTHERN ISLANDS IN DOUGLAS CRUISERS

A very interesting flight through the Southern Islands was recently made by Captain L. B. Jacobs, Lieuts. J. W. Monahan, Guy Kirksey, W.K. Burgess, Master Sgt. R. E. Eiseman and Staff Sgt. C.E. Wiggs. Three Douglas Cruisers were used and little trouble was experienced. Visits were made to Romblon, Capiz, Iloilo, Bacolod, Bais, Zamboanga, Jolo, Cotabato, Camp Keithley, Cagayan, Lake Lanao (2300 feet above sea level), Surigao, Cebu, Manito, Legaspi, Tacloban and Corregidor. It is contemplated making several of these trips through the Philippine Archipelago this dry season. On the return from Mindanao, Major Fletcher of Moro Service fame, accompanied Lieut. Burgess. He is an officer of 26 years' service, most of which has been spent in the Moro Country. In addition, he is a great Air Service enthusiast and an excellent traveling companion.

The aerial jaunt mentioned above consumed 15 days.

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BOOSTING THE FLYING TIME AT KINDLEY FIELD

November was a banner flying month for the personnel of the 2nd Observation Squadron at Kindley Field, Fort Mills, P.I. All six Douglas Cruisers were in commission during most of the month for the first time since received, and the aircraft flying time was over twice as much as it had been at any time during the past two years.

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ACCOMMODATIONS FOR VISITING AIRMEN AT KELLY FIELD

Air Service pilots and passengers visiting Kelly Field, Texas, in the future will find suitable lodgings on their arrival. Memorandum No. 9, Headquarters Air Service Advanced Flying School, dated January 27th, provides as follows:

1. Officers and enlisted men arriving at this station and desiring temporary quarters will report to the Operations Officer for accommodations.
2. A representative of the Operations Office will personally conduct all such officers to the Aviation Club and all such enlisted men to Q.M. Detachment (Bldg. 75) for assignment to quarters.
3. The Secretary of the Aviation Club will be held responsible that suitably equipped quarters are provided for visiting officers, and the C.O. of the Q.M. Detachment will be likewise held responsible that suitable accommodations are afforded visiting enlisted men.
4. The Secretary of the Aviation Club will avoid assigning visiting officers to quarters permanently assigned to officers on duty at this station. Facilities for safeguarding flying equipment of visiting aviators will be furnished by the Operations Office.
5. A copy of this Memorandum will be handed by a representative of the Operations Officer to each visiting aviator or passenger upon such visitor's arrival."

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DESTRUCTIVE FIRE AT WRIGHT FIELD

Wright Field was the scene of a fire which started about 8:15 A.M. February 8th in the Dope House. Within less than a minute the entire Dope House was in flames, and despite heroic efforts of the Post Fire Department, the Engine Repair Building, adjoining the Dope House, was also consumed. The Oil Reclamation House, the Gas Plant and several smaller buildings were also a total loss. The Machine Shop, Aero Repair and all other buildings of the Engineering Department were saved.

Fire fighting equipment was summoned from Dayton and from Osborn; and the entire military and civilian personnel assisted in subduing the flames and removing property to places of safety. Only one airplane was burned, a Martin Bomber in the Dope House. The Liberty and D-12 engines in the Engine Repair Building were saved, with one exception; but the engine spares in the stock room were a complete loss.

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OFFICERS IN PHILIPPINES GIVE FAREWELL PARTY TO MAJOR McDONNELL
By the News Letter Correspondent

The phosphorescent waves of Manila Bay were ceaselessly rolling upon the dark sands of its shore with a light and not unmusical swishing sound toward a group of good looking young men clad in spotless white duck and carrying gracefully their new Philippine made canes. Immediately behind them on the velvety green lawn sat six Filipino Musicians, visible only by their white coats, playing softly the choicest selections of their repertorie, selected to reflect the feelings of this group of men over the departure of their well liked leader and the arrival of the new. My friend and I were sitting unnoticed on the shadowy back porch of the Manila Polo Club observing this strange gathering - possibly eavesdropping and yet we could not leave, so interested did we become as fragments of their conversation from time to time betrayed the speakers and their purpose here. At a signal from a short stockily built young man called "Andy" the 28 men and their honored guests seated themselves about a very large round table and in a quiet and orderly manner began the most important Stag Party of the season. To the onlooker, it was difficult indeed to realize that this same group of men had recently been in a stormy session deciding as to whether the meeting should be a "tea" with the ladies or a party without them, but tonight all was peaceful. Men who had fought for a tea and those against it now sat side by side and partaking of "J.W." or "Beck's", from Deutschland, from the same source with hatred toward none and sympathy for all. In spite of the demands from the ladies for a tea, Man had at last asserted himself and the "stags" held the stage. In a few minutes we had learned that the officers of Camp Nichols were assembled to honor their Commanding Officer, Major John C. McDonnell, returning to the States and to pledge their cooperation to the new Major Clinton W. Howard, formerly Chief Engineer at McCook Field.

Between selections of the music, many very pretty speeches were made, stories and anecdotes told and toasts bubbling with wit and humor, and ably responded to were presented. It is utterly impossible to do justice by word description to this setting in the beautiful Philippine night. Hither and thither through the sky darted the many beams of light from the Anti-Aircraft battery vainly searching for the plane which was still in the Hangar for want of a pilot. A golden yellow moon slowly rose over the thatched roof of the club house giving the softness and subdued atmosphere for which the tropics are noted. In the southwest hung "Jolo" and "Pluto" the two evening stars reminding one of a great general and his aide by their positions and relative brilliancy. Below them could be seen the lights of Cavite six miles across the Bay, a few dim and scattered lights of fishing craft and to the right and nearer the unmistakable lights of the Asiatic Fleet lying lazily at anchor behind the breakwater. Still more to the right one could see across the tennis courts and beyond the line of palm trees the twinkling light of Manila.

Captain A.I. Eagle presented Major McDonnell with a silver trimmed American billfold and all the good wishes of everyone as a token of the esteem in which he has been held by the Officers of his command. The Major was manifestly sorry over leaving the Islands, possibly more so this last beautiful night than he had ever imagined he could be. With a concert of several well known songs such as "How dry he'll be", and "For he's a Jolly Good Fellow", by the male chorus the party broke up and in little groups of twos or threes disappeared into the night.

Major John C. McDonnell has commanded the 3rd Pursuit Squadron at Clark Field for many months prior to his taking command of Camp Nichols and the 4th Composite Group. He left Manila on a President Boat for China and Japan meeting the December Thomas at Nagasaki. He will report at Wilbur Wright to take command of the Observation Squadron. With the leaving of Major McDonnell, the Department loses one of its most enthusiastic game hunters, he having hunted, and successfully, wild carabao in Luzon, Tamarou in Mindoro and elephants and tigers in Indo-China.

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WAR DEPARTMENT ORDERS AFFECTING AIR SERVICE OFFICERS

Following officers relieved from duty at Primary Flying School, Brooks Field Texas, and ordered to report to C.O., Second Division, Ft. Sam Houston, Texas, to duty: 2nd Lieuts. Welborn B. Griffith, Jr., Walter D. West, Jr. (Field Art.), Charles H. Valentine, Joseph K. Gibson, Arthur C. Boll, Nathaniel C. Hale, Wm. F. Steer, Don E. Carleton, and Wm. P. Campbell.

Capt. Albert W. Stevens from Brooks Field to Wright Field, for duty with 7th Photo Section, relieving Lieut. Lionel H. Dunlap.

1st Lieut. Earle H. Tonkin from Kelly Field to Office, Chief of Air Service.

1st Lieut. Wm. J. Flood from Brooks Field to Scott Field, Ill.

Capt. Wm. O. Butler from Kelly Field to Scott Field, Ill.

1st Lieut. Clarence P. Kane from Ross Field to Tokio, Japan, to pursue course in Japanese language.

1st Lieut. Pardoe Martin from Brooks Field to duty in Hawaiian Department.

2nd Lieut. George F. Schulgen from Selfridge Field to duty in Philippines.

1st Lieut. Rowland C.W. Blessley from McCook Field to Brooks Field, Feb. 15.

2nd Lieut. George B. Peploe to Infantry, February 1.

Lt.-Col. Roy C. Kirtland (Army War College), Major John D. Reardan (Army War College) and Major Joseph T. McNarney (Command and General Staff School) to duty in Office, Chief of Staff.

Major Benj. G. Weir from Office, Chief of Air Service to Air Service Procurement Planning Office, New York City.

Capt. Raymond E. O'Neill (Office, Chief of Air Service) and Capt. Edgar P. Sorenson (Kelly Field) to Primary Flying School, Brooks Field, Texas.

1st Lieut. Roy W. Camblin to Brooks Field upon completion foreign service.

1st Lieut. Perry Wainer from Hot Springs Hospital to Chanute Field, Ill.

Resignations: Colonel Wm. Mitchell, 1st Lieut. Harold R. Harris, 2nd Lieuts. Dennis James Mulligan and Henry Herbert Ogden.

Reserve Officers to Active Duty: 2nd Lieut. Paul D. Wilson, to McCook Field, for 15 days, effective February 1.

Detailed to Air Service: 2nd Lieut. David M. Ramsay, Infantry, June 15, 1926, and to proceed to Brooks Field for primary flying training.

Promotions: 2nd Lieut. Harvey K. Greenlaw to 1st Lieut. Dec. 17, 1925; 2nd Lieut. Hugo P. Rush to 1st Lieut. Jan. 3, 1926.

Leaves of absence: 1st Lieut. Edgar T. Selzer, 3 months, May 3, 1926; 1st Lieut. Kenneth B. Wolfe, 1 month, 26 days, Feb. 3, 1926; 1st Lieut. Pardoe Martin, two months.

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BRITISH ENTRIES IN SCHNEIDER CUP RACE

Commenting on the decision of the National Aeronautic Association that it does not propose to postpone the date of the next Schneider Trophy Contest from the date already fixed in October, namely, October 24-26, the British Aeronautical publication AEROPLANE states that while there is a tendency in some quarters in England to regard the American decision as unsportsmanlike, one would point out that in 1924, when the only British challenger broke down during its test flight, the American Navy, in a most sporting manner, refused to claim a fly-over and allowed the contest to be declared void for that year. The AEROPLANE then goes on to say: "After that proof of sportsmanship we in this country did practically nothing towards producing a real speed machine until about six months before the next contest. Therefore it was purely our own fault if we did not put up a better show in 1925.

"We can scarcely expect the Americans to keep on postponing the contest till we have satisfied ourselves that we have produced a seaplane which will win it. And there is every reason why the Americans should win the Trophy outright next year by a fly-over, and so put an end to the constant expense of building Schneider defenders, if we do not take the contest sufficiently seriously to go to the trouble of winning it on our merits.

"However, one is glad to be able to announce that one individual at least has definitely made up his mind to challenge for the Trophy in the best interests of British sportsmanship. * * While the AEROPLANE was going to press, Mr. Sam Saunders of Cowes, the famous builder of racing motor boats, telephoned to say that as the result of the American decision not to postpone the race, and because nobody else in England had up till the present announced their intention of challenging for the Trophy, he himself intended to build a team of challengers.

"For some months past Mr. Saunders' design staff have been hard at work on the designs for a speed machine on entirely new lines, but by no means a freak. Ever since the American winning machines were quartered in the Saunders' sheds at Cowes in 1923, Mr. Saunders and his designers have been keenly interested in speed machines and these new challengers will be the result of that study.

"No announcement can yet be made as to the engines which will be used nor as to the general type of machine, but knowing a good deal of Mr. Saunders' energy when once he is roused, and knowing the rapidity with which he built and tested his racing motor boats, one feels that at any rate his machines will be out and flying and properly tested in plenty of time for the contest. * * "

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RESIGNATIONS FROM THE REGULAR ARMY IN 1925 ✓

According to a recent War Department press release, a total of 171 officers of the Regular Army resigned during the calendar year 1925, an increase of 58 over the preceding year and 19 over 1923, when 152 officers resigned. It is stated - "As all branches of the service suffered increased losses through resignations, no specific cause is assigned accounting for the increase over 1924. It has been said that the poor housing conditions which confront the officer personnel of the Regular Army, combined with better opportunities offered in civil life account for the greater part of the increased number of separations from the service through resignations.

The greatest number of resignations was among the second lieutenants, of whom 71 presented their resignations. First Lieutenants to the number of 43, captains 40, and majors 17 resigned during the year. There were no resignations in grades higher than major.

By branches of the service the heaviest losses were in the Infantry with 51, Air Service 21, Field Artillery 20, and Coast Artillery 16."

Computing the resignations against the total commissioned strength in the respective branches of the service, it appears that the Air Service lost 2.2% of its commissioned personnel through resignations, the Coast Artillery 1.6%, the Field Artillery 1.4% and the Infantry 1.3%.

The January Army List and Directory shows a total of 3,747 officers in the Infantry, 1,398 in the Field Artillery, 1,008 in the Coast Artillery and 949 in the Air Service.

Since the first of this year and up to this writing six Air Service officers resigned from the service.

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NOTES FROM AIR SERVICE FIELDS

Kelly Field, San Antonio, Texas, February 11.

A flight of unusual interest was made Friday, February 5th, when Sergeant McConnell ferried Lieut. Holland to Fort Sill, Oklahoma, and return in one day. The total flying time was 8 hours and 45 min.

Lieut. H. G. Crocker, who has been ill for the past week, returned to duty. Cadet P. R. Love, Flying Cadet, who enlisted for service with the 3d Attack Group, January 18th, is a graduate of the class of March 1925, the Air Service Advanced Flying School, and holds a commission as 2nd Lieutenant, Air Service Reserve.

Lieut. Earle H. Tonkin, A.S. was relieved as commanding officer of the 10th School Group Headquarters and ordered to Washington for duty in the Office, of the Chief of Air Service. He was succeeded by Lieut. I.J. Williams.

Lieut. Frederick A. Johnston, A.S., Supply Officer of the 68th Service Squadron, is at present sick at the Base Hospital, Fort Sam Houston, Texas, with appendicitis and double pneumonia. The latest reports are that he is improving and that he will be back with the Squadron again in a short while.

Lieut. L.A. Smith, A.S. was ordered to sail for Honolulu on or about April 27, for a tour of foreign service. He was in command of the 43d School Squadron for some time and the personnel of that Squadron are sorry to see him go.

Target practice for the 10th School Group is progressing as well as can be expected, in view of the new course which became effective several days ago. With the able assistance of 1st Lieuts. G.M. St. John, and H.H. Reilly, all organizations are completing their firing as per schedule and everything is running like clockwork.

The 3d Attack Group will train twenty-one R.O.T.C. students for a period of six weeks, beginning June 11, 1926. Starting July 11th and ending August 22d the Attack Group will train a total of ninety Air Service Reserve Officers.

Brooks Field, San Antonio, Texas, February 4th.

The moving picture entitled "The Big Parade", which was taken at Fort Sam Houston last summer, and in which most of the officers and men in the vicinity participated, was given a preliminary showing at Fort Sam Houston for the officers and their wives. The film is only now being shown in New York, and from all reports is true to life and especially interesting to us who saw the biggest part of it being made.

Two of our bachelor officers, Lieuts. Hegardt and Meyers, are at present in the hospital at Fort Sam Houston, where they are having their tonsils removed and are getting a general overhaul.

Cadet Karnath, a student at this field, was unfortunate enough to have a rather serious accident today. He was seen flying along straight and level at about 400 feet altitude and suddenly got into a spin which he was unable to get out of. The ship was badly wrecked and Cadet Karnath was removed from the wreckage unconscious. Being in an inaccessible place for an ambulance, the hospital ship at Kelly Field was phoned for but was found to be out of commission, and consequently it was some time before Cadet Karnath could be gotten to the hospital. Latest reports say he is still unconscious but will probably live.

Major Brett, head of the Field Service Section at Fairfield, who was here for a couple of days on his way to California, from where he ferried a new Douglas plane home, stopped off a day on his return trip.

Lieut. Pardoe Martin received orders to sail for Hawaii on the April 2nd transport. He and Lieut. K. B. Wolfe, who received his orders for the Philippines about a week ago, are scheduled to leave on the same boat. A stag party which was attended by every permanent officer on the post was held last night in honor of the departing officers, and a good send off was given them.

The Brooks Field hockey team, which held its initial game last Thursday against the 2nd Division team at the ice skating rink downtown, made a very good showing for their first appearance. They won easily by the score of 8 to 5 and are to have a harder game this Friday against the professionals attached to the rink.

Brooks Field, San Antonio, Texas, January 27th.

San Antonio was visited by the biggest snowfall on record this past week end, some six-inches falling during the two days. The ground, unfortunately, was not frozen, so the snow has been melting quite rapidly since then, very little remaining at the present time. The city was dotted with snow men and many children and even grown people were on the sidewalks engaged in snow fights, occasionally bombarding a passing automobile. Probably as a result of so much romping in the snow, a slight epidemic of influenza has broken out, the hospital at Fort Sam Houston being filled and many cases also being reported down town. Brooks Field has been fortunate to date, no cases being reported here though snow fights were a common sight on the Field. Cross-countries were automatically called off, owing to the bad weather, most of us changing from one long trip to many short ones to the wood pile, for the quarters on the field were certainly never intended for cold weather. Ventilation, however, is very good.

Captain Ballard and Lieut. Kenny of Fort Sill flew down during the past week-end and spent a couple of days with us.

Those officers who may drop in to see us in the near future need not be alarmed if they see a bright yellow ship flying around this vicinity. It is a friendly ship, however, and if the experiment on this proves successful, it will be adopted for all our training ships, the theory being that yellow ships should be easier to see if they land away from the field with motor trouble. A little black paint mixed with the yellow might cause one not knowing the facts to think the Yellow Cab had an air line.

Brooks Field has a hockey team. With the opening of an ice skating rink in San Antonio, a hockey team, composed of men who hail from a colder climate was soon organized.

Brooks Field, San Antonio, Texas, February 8th.

Among the officers due to report for the March class are: Captains Raymond E. O'Neill, O.C.A.S.; Edgar B. Sorenson from Kelly for a refresher; 2nd Lieuts. James M. Hutchinson, Texas N.G.; Joe R. Sherr, Signal Corps, and Dennis T. Carr, Infantry. First Lieuts. C.W. Blessley and Roy W. Chamberlain are due to report here for duty as instructors.

Flying time for the past week as follows: Daily Aircraft Hours, 693,05; Daily cross-country hours, 39:55; Daily Man Hours, 1014:10; Daily cross-country man hours, 68:50.

The Brooks Field ice hockey team can now claim the championship of the South. With the defeat of the civilian hockey team by the decisive score of 10 to 1 last Friday and the 2nd Division team the week before, the only two known teams in the south have been defeated and nothing stands in the way of our claiming the championship. The game Friday between Brooks and the civilians was faster and more interesting than the previous one, and was a great treat to the San Antonionians who had not seen a game before.

Two golf holes are being prepared on the field, so that those who desire to get in a little daily practice but who lack time to go to the courses down town can go out and get in a few strokes without leaving the post. No effort is being made to make an up-to-date fairway, but one can at least get in practice which will help them when they get in the rough at the municipal courses.

Work on our proposed handball court is also to start in the near future.

San Antonio Air Intermediate Depot, Duncan Field, Texas, February 4.

The Duncan Field Officers' Club is stepping off with both feet into the New Year, and the first of a series of functions to be given by it took place on the night of January 14th for the officers and ladies of the post and their guests. The evening began with a dinner dance, a six-piece orchestra furnishing the music, with a six-course dinner, which was followed by games to suit individual tastes, including bridge, mah jong, roulette, etc., with suitable prizes. All are looking forward to the next event.

Orders were received advising that 1st Lieut. Harry A. Halverson has been assigned to duty at this station on transfer from the Office, Chief of Air Service, effective January 31st. Lieut. Halverson expects to take leave of absence to perform the journey from Washington by auto, and is expected to arrive about February 19th.

Major George H. Brett, Chief of the Field Service Section Fairfield, Ohio, stopped off at this station both on his way to the West Coast and on his return to Fairfield. Several conferences were held by him while here which will aid

in the coordination of the Depot with the Field Service Section. It is regretted to observe, however, that his golf game does not seem to have materially improved.

Captain Ralph H. Wooten, Supply Division, Office, Chief of Air Service, was a visitor at this station when he passed through, together with Lieuts. Thompson and George, in a Martin Bomber on the way to Rockwell Field to obtain three Douglas O-2 planes. Captain Wooten was delayed at San Antonio from January 25th to the 29th on account of various repairs which his plane and engine needed. Various points in connection with Air Service supply and maintenance were gone into with good results.

Through the kindness of the Commanding Officer, the Parent-Teachers Association of Collins Gardens (the suburb nearest the Field) which includes in its membership many of the employees of the Depot, gave a dance at the Post Service Club building on the evening of January 16th. About sixty couples brought their children and enjoyed the music and dancing.

Despite the most severe snowstorm in this section of the country in 41 years (there having been only about six snowfalls in this region in that length of time), the Civilian Social Club gave a dance the evening of January 23rd. Notwithstanding the unusual weather, or perhaps because of it, the hall was filled, and everyone greatly enjoyed the affair.

McCook Field, Dayton, Ohio, February 13th.

Lieut. George W. Polk, Chief of the Equipment Section is under orders to sail from New York about April 22, for foreign duty in the Hawaiian Department. Lieut. Polk is another of the Field's "old residents" whom it will be hard to do without.

Lieut. Paul D. Wilson, Air Service Reserve Corps was ordered to McCook Field from February 1st to 15th for active duty and assigned to the Service Liaison Section. In civilian life, Lieut. Wilson is chief test pilot of the Thomas Morse Aircraft Corporation, Ithica, New York.

Lieut. Howard C. Bogan was ordered to report at McCook Field for duty at the expiration of his foreign service in the Philippine Department.

Lieut. Moffat of the Flying Section returned on January 26 from an extended leave of absence bringing with him a bride. Lieut. and Mrs. Moffat are comfortably located at 2154 Malvern Ave., Dayton, Ohio.

Officers and civilians celebrated Valentine's Day with a dance given at the Field Auditorium on February 13. The comic valentine dance was a special feature of the evening.

Biggs Field, El Paso, Texas, February 1st.

Major Wm. C. McChord, Commanding Officer of Chanute Field, leading a flight of four Douglas Observation planes from Santa Monica, Calif., arrived here January 23th. These ships constitute the first assignment of this new type of plane allotted to Chanute Field. The three other pilots were: Captain Charles B.B. Bubb, Lieuts. John V. Hart and Harold G. Peterson, all from Chanute Field.

Major Bernard Cummings, Reserve, concluded his two weeks' training at the Reserve Officers' training camp at this field, participating in all phases of flying, and returned to his home in Craig, Colorado.

Major Frank M. Andrews, Captains Robert C. Candee and Frederick I. Eglin, Lieuts. Thomas W. Blackburn, Alvan C. Kincaid and Younger A. Pitts, all from Kelly Field, Texas, arrived here in a Douglas Transport at 6:00 P.M. January 30th enroute to Santa Monica, Calif. They remained here overnight and resumed their journey at 8:00 A.M. the following day.

For the last two weeks all members of the 12th Observation Squadron and 1st Photo Section had preliminary training in preparation for target practice (pistol) which is to begin in earnest on February 3th. It is our aim to qualify every man in these organizations. Everybody feels confident in his ability.

Staff Sgt. Fred O. Tyler, 12th Obs. Sqdn., one of the two enlisted pilots here, was ordered to the Philippines for a tour of foreign service. He will leave San Francisco on the transport sailing April 3rd. Staff Sgt. George R. Wiggs, 3rd Pursuit Squadron, Camp Nichols, P.I., was ordered to this field to replace Sgt. Tyler.

Our Commanding Officer, Major John N. Reynolds, returned to this field after a temporary stay at San Antonio, Texas.

Biggs Field, El Paso, Texas, February 8th.

The transfer of ships, supplies and other material to our new field, Camp Bierne, $2\frac{1}{2}$ miles north of our present location, has been going on for the last two weeks. The flying field has been undergoing some much needed overhauling and restoration by the 8th Battalion Engineers for the last month and is now in condition for landings and take-offs, but until official notice our present field will be used by all visitors as well as our own flying personnel.

Since February 1st the 12th Obs. Sqdn. gained some much needed men in enlistments and re-enlistments - a total of 15 men.

Major Frank M. Andrews and Captain Frederick I. Eglin, arrived here February 4th enroute to Kelly Field, each soloing a Douglas Observation plane. Lieut. Younger A. Pitts, also from Kelly Field, arrived the following day with a Douglas. They all departed February 5th for their home station.

Lieuts. Thomas W. Blackburn and Alvan C. Kincaid arrived from Santa Monica, Calif. February 8th, soloing Douglas planes and departed the same afternoon for their home station - Kelly Field.

Wright Field, Fairfield, Ohio, February 11th.

Two Martin Bombers, enroute from Langley Field to the Pacific Coast, are now at Wright Field, the pilots being Lieuts. Rundquist and Smith. They will remain until improvements and alterations have been completed.

Captain B.F. Giles and Lieut. Smith arrived Feb. 5th from Ft. Leavenworth. Both will ferry planes from Wright Field to their home station.

Lieut. James E. Duke ferried a DeHaviland to Bolling Field, leaving Wright Field on the morning of February 6th.

The first get-together party of the year was given at the gymnasium on January 21st. Captain Edward Laughlin was chairman of the Entertainment Committee. Sport clothes were worn, and the guests divided their time between volley ball and bowling.

Lieut. Ira R. Koenig was recently assigned as Station Supply Officer, relieving Lieut. H.A. Bartron, who takes the place of Lieut. C.E. Thomas, Jr., as Depot Supply Officer. The new Adjutant is Lieut. S.G. Frierson. The new Cost Officer is Warrant Officer Brewer, who succeeds Lieut. L.H. Dunlap.

On February 6th a dance was given at the Officers' Club. Lieut. and Mrs. L. B. Savage and Lieut. and Mrs. E.P. Gaines entertained the officers and ladies of the Post at a buffet supper, the guests attending a dance later in the evening.

Captain Henry Pascale will soon leave for the Hawaiian Islands and Lieut. and Mrs. C.E. Thomas, Jr., will sail for the Philippines in a few weeks. Captain and Mrs. John B. Powers will also leave for the Philippines in March.

A dance was given January 29th by the Wilbur Wright Welfare Association, the entire post being invited.

Lieut. R.C.W. Blessley was ordered from Wright Field to Brooks Field, and Lieut. R.L. Dunn, now in the Philippines, was ordered to Wright Field.

Lieut.-Col. Seth W. Cook, Air Officer of the 5th Corps Area, was a recent visitor at Wright Field.

It is not often that the Commanding Officer of a large Depot wins over all the others in athletic activities, but such is the case at Fairfield Air Intermediate Depot. Major A.W. Robins, C.O., has the remarkable average of 164.6 in 206 games on the bowling alleys, his total pin fall being 33,915. Next on the list is Warrant Officer Walter Brewer, with an average of 163.4 for 60 games; Lieut. W.S. Hamlin, 159.6 (107) games; Lieut. H.A. Bartron, 156 (114 games); Capt. Edward Laughlin, 154.4 (46) games; Lieut. Milo McCune, 149.6 (19 games) and Lieut. M.H. Stewart, 148.5 (113 games). Mrs. A.W. Robins leads in the ladies division, with an average of 142.2 (104 games). Others making high scores are Mrs. Miller, Mrs. Brown, Mrs. Ahlbrand, Mrs. Myers and Mrs. Dunlap.

Camp Nichols, Rizal, P.I., January 15.

Hdqs. Detachment, 4th Composite Group: The Transport THOMAS arrived in port Dec. 15th all but unnoticed, due to the fact that her glistening white paint had been replaced by a coat of sombre gray, thus resembling a Naval vessel. In song and jest she had been referred to as the "Greyhound of the Pacific". This may have influenced the Q.M. in color choice. An interesting result of this change is the fact that due to the heat reflecting qualities of white, the temperature within will run somewhat higher. The soldiers reported a smooth sea and excellent "chow" throughout the trip. The THOMAS brought Captain

Dudley Howard, A.S. to the organization. He was assigned Group Personnel Adjutant, and will reside in Manila with duty on the post.

Nine new men were assigned to the Detachment from those arriving on the transport. They represent several branches of the service from their previous stations.

Capt. Robert Kauch was placed in command of the organization, being transferred from the 28th Bombardment Squadron. Prior to Capt. Kauch's arrival in the Islands he was Chief of the Armament Section of the Air Service Engineering Division, Dayton, Ohio.

Lieut. John Monahan was transferred from the Detachment to the 28th Bombardment Squadron, being relieved by Capt. Dudley Howard. Lieut. Monahan will be missed by the organization.

Lieut. A.G. Liggett has been in ill health for the past month and is now recuperating with his family in Baguio.

Over the Benguet Trail to Baguio and return on a motorcycle was the experience of Sgt. W.V. Erb and Corp. F.M. Margrave during December. In addition to an exhilarating ride in the cool atmosphere of the Benguet mountains, some good exercise was found in helping the steed on discouraging stretches of the road, and in the absence of 4-wheel brakes, also holding it, on the steep down grades, so eager was it to return home. The one big thrill of the trip, however, was experienced when they entered a "closed" stretch of the Trail. Guards were stationed at either end to assure them that only one way traffic prevailed at any one time. This time, however, they admitted an automobile at the upper end and simultaneously admitted the black motorcycle with its two intrepid riders at the lower gate. All went well, of course, for a time, but eventually the car nosed down upon them on the narrow road from around a sudden bend and a very critical moment ensued. When both parties eventually came to rest the black motorcycle was perching upon the brink of a thousand foot precipice while the riders were gazing into the yawning chasm below. In spite of these incidents the trip was voted a great success and produced ample material for many a future yarn.

4th Composite Group, Air Service, January 4.

Camp Nichols, Rizal, P.I. The training activity during November was largely that of machine gun practice. Six ground targets were constructed and used throughout the practice. Flexible machine gun practice was held, using the forward guns of bombers from the 28th Squadron. The fixed gun practice was on 2nd Observation's DH's, using the forward Browning guns. Several phases have already been fired. Some camera obscura work preliminary to a course in bombing was scheduled for December.

Considerable activity has been noted largely on the improvement of the flying field. All efforts have been concentrated on the building of a 200 foot runaway in a south-east direction toward the railroad. This will be a very welcome addition as it will permit airplanes to land over the hangar road directly against the prevalent strong monsoon winds.

Welcome "THE HAITCH KUE BLATTER."

The new publication, "THE HAITCH KUE BLATTER", has made its appearance as an influential organ of the Headquarters Detachment, chronicling the serious and frivolous incidents that go to make up Squadron history. It is written in a free, breezy and interesting style, imparting the news of the day, both squadron and field, in a pleasing manner. It is the product solely of the soldiers of the Detachment. Private Ross P. Peck, Private First Class James F. Smith and Sergeant Floyd F. Cottrell being the leading editors. Several contributing editors add materially to its ten or twelve mimeographed pages from time to time. The front page is divided into two parts, the upper bearing the name and a typical Filipino setting, while the lower part changes each month bearing a seasonable picture. Like all promising publications this one is expanding, the new issues containing many news items or "blats" as they are called from several of the more progressive organizations outside of the Detachment. Much information is distributed by thought inducing pictures or cartoons and "every cartoon tells a story." Sometimes the items are of a light vein as one appearing some time ago, "The new officers are unusually busy at this time initiating surveys to cover their time lost on the THOMAS coming from the States". The next page may contain an authentic account of a recent athletic meet or one of those popular and moral bed time stories so well liked by the soldiers. The Haitch Kue Blatter represents an honest effort on the part of its

publishers to aid in keeping up the morale and driving dull cares away. It already has the largest circulation of any non-advertising publication in this vicinity and will likely become a group paper of much value and interest to Air Service in the Islands.

During the last of November the Post has looked much like the athletic field of an up-to-date University. Athletics in the form of training for the Military Tournament to be held at Fort McKinley December 14th to 18th has taken precedence over all else. Afternoons were used for these activities until two weeks before the meet when training in the forenoons for the "hopes" began. An officer was selected to specialize in each particular sport and to direct training in it. The soldier personnel has cooperated very well to produce athletes fitted to represent the Air Service.

The actual selection of men resulted from the Field Day meet at Camp Nichols in which men of the three Air Service Stations competed. The 66th Service Squadron took the cup with 102 points, the nearest competitor, the 2nd Observation Squadron, scoring 90. Terrel of the 66th Service Squadron was high point winner in individual events securing 22 points. Paul of Clark Field followed with 16.

The Haitch Kue Blatter briefly describes the meet as follows:

"With Kindley and Clark Fields strongly represented; with Camp Nichols' athletes out for the avowed purpose of copping off all honors; with the 31st Infantry Band's untiring and wholly successful efforts to add spirit to the occasion; with friend San Miguel (ice cold), hot dogs and other knick-knacks making up a tasty lunch, the 4th Group Field Meet ran smoothly and without a hitch from 7:00 A.M. until just after Retreat.

Competition was keen, and as a result the flower of the 4th Group athletes now stand exposed in the limelight, and representing the Air Service they will make the other branches of the Service in the Philippine Department look to their laurels in the coming tournament at McKinley.

Terrell of the 66th, Paul of the 3rd and Kress of the 2nd proved their prowess at piling up points in different events while many others proved themselves stars in individual events as shown by complete results of the meet as shown above. Not being satisfied with beating the local organization teams at baseball, the band of sluggers of the 66th's took on the whole group and trimmed them to the tune of 10 to 4.

The officers were on the go every minute to keep things humming and put out every ounce of energy towards maintaining the spirit of the thing at a high pitch, Captain Eagle adding a humorous touch when he took it upon himself to create a little diversion from the usual run of events by putting a one-man wild west show on in the movie hangar.

That the meet was nothing but a success; and an event which was thoroughly enjoyed by all and long to be remembered, goes without saying."

28th Bombardment Squadron, Camp Nichols.

First Lieut. Devereux M. Myers, took advantage of a 10 days detached service at Camp John Hay, Mt. Province.

2nd Lieut. Hugo P. Rush, and 1st Lieut. L.A. Walthall, 66th Service Squadron, left this station for Cauayan, Isabela, P.I. to pick out a landing field to be used in case of emergency for our coming maneuvers in February, 1926.

2nd Lieut. Ralph A. Snavely took advantage of 30 days detached service at Camp John Hay, Mt. Province.

We can now boast of having one of the finest, if not the best Recreation Room on the Post. In addition to a Pool Table, Chess Tables, Magazines, etc., we have a library of 300 books, and expect to get that much more in the near future.

2nd Observation Squadron, Kindley Field.

Lieut. Umstead, we believe, made a record for pilot time in the Department by piling up over 60 hours for himself during the month. Observation for Coast Artillery was engaged in during the past month and has been exceptionally successful.

Lieut. Williams spent 10 days at Baguio during the month, probably going up there for the purpose of golf training in preparation for the Department Golf Tournament to be held in December. We notice, however, that he returned in time to participate in the wonderful Thanksgiving Dinner given by the Squadron for the officers and non-commissioned officers and their families.

A good States turkey dinner was enjoyed by all.

Clark Field, Camp Stotsenburg.

Lieuts. Beverley and Lanagan, and families, have returned from the wilds of China and Japan with great gobs of objects d'art, and stories of the civic and domestic cleanliness of places foreign. "Kinda" like South "Chi" in the summer time.

Not to be outdone in travel, etc., Lieuts. Chidlaw and Spry, accompanied by their wives and Ford Coupes climbed the hills to see what Lieuts. Haddon and Wittkop found so interesting up in the Bontoc country.

From all reports genuine mountain "golfs" are in great abundance at Baguio, for Lieut. Haddon killed one with but a single shot. The report says, "Lieut. Haddon joined the ranks of the immortals, as the ball, hit in the cup on the fly and stayed there". Some shot say we who stay home and "listen".

All members of the 3rd Pursuit are quite on edge, as with a single blow we defeated Camp Nichols in the "Field and Track Meet" on November 25th in their native swamps. Corporal Paul being our outstanding winner. Loss of the ball game cost us the Tournament however by a small margin.

December 5th is the crucial day in these "Bontocs", as Clark Field plays the deciding game of the pennant race in the Pampanga League, against the "Government" team, from San Fernando. Each team has lost one game to the other and won all other games.

49th Bomb. Sqdn., Phillips Field, Aberdeen Proving Grounds, Md., Feb. 20.

It is probable that both the 49th Bombardment Squadron and 18th Airship Company will be used in bombing ice jams in the Susquehanna River near here. A board has been convened to consider and look into the matter as a possible preventative against floods and subsequent damage to property.

Recruits are coming in faster than the Supply Sergeant can take care of them. Apparently the Recruiting Section is engaged in the Spring Drive. While the Office and Supply Forces do not relish the additional paper work, the Mess Sergeant's smile broadens with each additional ration.

Organization basketball has more or less been replaced at this station by the post team. The Air Service, however, has made its usual contribution for the good of the cause, the 49th Squadron having five members on the post squad, and the 18th Airship Company having furnished four men. The post aggregation has been going strong, being entered in two basketball leagues and having won 12 out of 21 games played. The schedule continues until the latter part of March.

2nd Lieut. O.P. Herbert managed to accomplish the last airways trip successfully. It is understood that O.P. suggests that a toboggan be carried along in event of forced landings during this season of the year.

1st Lieut. B.S. Thompson just returned from a trip to the West Coast, having taken an NBS-1 to San Diego for shipment to the Philippines, and ferried a Douglas O-2 plane from the Douglas factory at Santa Monica, Calif., to Mitchel Field. "Tommy" reports that the balmy breezes of California are most enjoyable and that the trip was a huge success in every way.

1st Lieut. C.F. Bond has returned again from one of his several leaves, and from all indications will remain with us longer than the usual period of twenty hours. As some one recently remarked, "He merely returns for a clean collar and a pair of socks". Carleton is leaving for the Philippines on March 6th.

1st Lieut. K.D. Fastenau and 2nd Lieut. James Hewins are wintering at Walter Reed General Hospital. Fastenau is in for general repairs while Hewins got the worst of an argument with a Martin Bomber. It is reported that 2nd Lieut. O.P. Herbert expects to join them shortly for a few minor repairs before leaving for Hawaii in April.

The Squadron suffered a serious casualty in January due to the resignation of 2nd Lieut. John Austin. Johnny has decided to become a construction expert in Florida and from all reports is making quite a success of the business.



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The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard, and others connected with aviation.

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A SAFE LANDING ON THE SNOW ON ONE SKI

An Army pilot in a Curtiss PW-8 Pursuit ship, equipped with skis for landing on the snow, was flying above Selfridge Field, Mt. Clemens, Mich., when a mechanic on the ground signalled to him that one of his skis was out of commission. This bad piece of news meant that the time had arrived for the pilot to make a momentous decision, possibly affecting his whole future. Like Hamlet, the melancholy Dane, he no doubt immediately began to soliloquize on the question - to land or not to land. To land meant possibly a prolonged and quiet time as a patient in a hospital. The only other alternative was to jump out of the plane with his parachute. Twenty-three others before him had resorted to the use of the parachute in emergencies and reached the ground safe and sound, so it would seem that the odds leaned heavily on the parachute jump.

To make a long story short, the pilot, after milling around for about half an hour in the air trying to make up his mind what to do, finally decided that he would risk a landing. The only unpleasant feature of the whole affair was a disturbed state of mind on the part of the pilot. There have been a number of instances in the past where pilots have made safe landings on only one wheel. Not so long ago Captain Earley E.W. Duncan at Mitchel Field and Lieut. C.J. Kenney at Post Field accomplished this noteworthy feat, but it appears that this is the first instance on record where an airplane pilot made a landing on one ski.

An interesting story on the above incident, written by Technical Sergeant X.L. Horn, of Selfridge Field, is quoted below, as follows:

"When a ski was seen to fall away from the landing gear and remain hanging upside down from the axle of the fast PW-8 pursuit plane which Lieut. Luther S. Smith, Air Service, 94th Pursuit Squadron, was flight testing Monday, February 22, that fact was soon broadcasted and the vicinity around the Post Operations Office at Selfridge Field became a place crowded with staring onlookers guessing at the odds against another life.

"Does he know one of his skis is hanging down?" Lieut. Strahm, Post Adjutant, asked of Lieut. Hunter, Post Operations Officer, as they stood watching Lieut. Smith put his ship through every known stunt in a vain and futile effort to right the faulty ski.

"Yes," Was the reply, "If he didn't I would go up and signal him, but one of the mechanics has already called his attention to it, so it's up to Smith. If he wants to land he can try it or he can let her fall and take to his chute. He is past any assistance from us."

"What would you do Hunter?" Someone asked.

And, "Damned if I know", came back the laconic response.

Another pilot, nearby, his eyes fastened on the ship, vouchsafed the information that the Government could give him a new ship, but they couldn't give him a new back and that he would take to his chute and let the ship fall. Aeronautical insouciance!

Such is the life of an Air Service pilot, for these things grow to be but commonplace, often long before he has joined that elite of airmen who have their thousand hours.

A heavy fall of snow during the past two weeks having made the field unsafe for landing fast pursuit ships with wheels, each ship was equipped with skis. These skis, fitting to the axle of the landing gear in the same manner as the wheel, are held in place by brace wires, front and rear, in such a manner that when the ship is in flight the shock absorber cord attached as part of one of the front brace wires, pulls the nose of the skis up, and in landing lets the heel of the ski hit the ground first eliminating any possibility of nosing over by sticking the nose of the ski in a convenient drift of snow or ice.

In taking off, the two front wires on the left ski snapped, due to some sudden strain, and the speed of the plane caused the ski to reverse it's position on the axle until it was practically upside down. A mechanic rushed

on the field and by signalling conveyed to Lieut. Smith the fact that something was radically wrong with the undercarriage of his plane. The PW-8 type Pursuit plane is so constructed that by looking downward over the side of the cockpit the pilot can see the axle of his landing gear, an invaluable improvement, since the loss of wheels or skis or even the shearing off of the entire landing gear would seldom be noticed by the pilot in the 'feel' of the ship.

Lieut. Smith glanced down and nodded his head, so the mechanic reported, evidently signifying that he understood his predicament and would take care of the emergency as he thought best, Lieut. Smith could do but one of two things, pull the ship up until it stalled, then plunge headlong into space, depending solely upon his parachute, which every pilot must wear and which has proven almost perfect in it's reliability, and letting his ship fall into the inevitable tailspin and destroy itself in the ground, or, he could attempt a landing, more dangerous by far but holding the possibility of saving the ship with but little damage. But a landing might also, and easily enough, mean his own death, for these fast little planes do somersaults that the eye can scarcely follow. He could effect a landing by 'pancaking', consisting of stalling the machine just above the surface of the ground and dropping the remaining two or four feet with as little forward speed as possible, or he could try for a perfect 'three-point', i.e., his good ski, the tip of his wing and the tail skid. A landing of this nature might be successful, provided that his flying speed was very slow, so that when the hub of the landing gear hit the ground and the ship made the subsequent 'ground-loop' he did not nose over.

Lieut. Smith must, therefore, have weighed each proposition on it's merits. The crisis was his to deal with as best he could and old Father Time was somewhere near with his sharpened saw, the awaiting with chalk held high to make another mark on an already long list.

"When I found that one ski had broken loose," said Lieut. Smith, after he had gotten some of the kinks out of his body, which is long and completely fills the ordinary cockpit, 'I climbed to twelve or fifteen hundred feet and tried by every known stunt to bring that ski back in place. Going into a steep dive I would bring the nose up until she almost stalled in hope that a sudden reversal of direction and speed would turn it on the axle. I barrel-rolled, spun, looped, everything, yet always that ski remained upside down. It seemed I was in the air for hours, for a man doesn't reckon time when death stalks at his door, but it was in reality only about thirty minutes. With that ski hanging always below me like a white skeletoned finger, my mind wasn't the exact, orderly thing it should perhaps have been. I could have jumped and trusted my parachute, but somehow it just seemed that I could bring that ship down without serious injury to it or myself, so I decided that I'd try. Selecting what appeared to be that part of the field with the heaviest blanket of snow, (I wanted to make my landing as soft as possible, who wouldn't?) I nosed down. Just before I hit the ground I cut my engine and turned off the gas, for I didn't want to burn up in case the ship decided to decorate the landscape, and held the ship as best I could on the good ski and the wing away from the broken one.

"My contact with old mother earth is rather a vague and hazy memory. I heard the good ski slide along the ground and the tail drop. I must have lost all my flying speed, for during that infinitesimal period of time, wherein the axle hit and the plane ground looped with a speed beyond my comprehension, shearing off the landing gear and burying her nose in the snow, I remember nothing except a dull roar as of great storied buildings falling down about my ears and a sort of subconscious thought that Heaven couldn't be as nice as this. Instinctively I must have pulled my head and shoulders into the protection of the cockpit about the time of the crash, for with the exception of a severe shaking up of both mind and body I found by a series of movements confined to gently wiggling my toes, extending my fingers and moving my head that I appeared to be in fairly good condition. Taking heart I crawled from the cockpit and was standing there in a sort of trance when the first of the mechanics came rushing to the scene.

"It doesn't seem so very bad now that it is all over, but up there in the air with that ski hanging down and my mind doing more stunts than one of these planes we fly could ever hope to equal, well -- it wasn't so nice, that's all!"

NATIONAL ELIMINATION BALLOON RACE AT LITTLE ROCK, ARKANSAS

The 1926 National Elimination Balloon Race for the Litchfield Trophy will be held at the Little Rock Airport on April 29th, under the auspices of the Little Rock Air Meet Association. The race will be for 35,000 cubic ft. capacity balloons, and hydrogen will be supplied gratis by the Little Rock Air Meet Association. The winner of the first, second and third prizes, provided they have 80,000 cubic ft. capacity balloons at their disposal, will be designated to represent America in the International Gordon-Bennett Balloon Race to be held May 30th in Belgium.

The Army Air Service expects to enter teams in the National Elimination Balloon Race, but the exact number of such teams has not been definitely decided at this writing.

The Balloon Race will be followed on April 30th by airplane races. Active preparations are under way for these events and facilities will be provided for handling the large attendance expected. A barrack building is being prepared for use by enlisted men visiting the races, and officers will be entertained at the Air Club and in hotels at Little Rock.

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PHOTOGRAPHING PROPOSED NATIONAL PARKS

One of the most important and responsible missions assigned to the 2nd Photo Section, Air Service, Langley Field, Va., by the Chief of Air Service, is the taking of aerial photographs or, in a near term, mosaics of the proposed Shenandoah and Great Smoky Mountain National Park projects. To the outsiders the taking of these pictures up in the air, say 15,000 feet, is a matter of clicking the camera. This is true, but it requires more than the proper clicking of the shutters. First, there is the pilot who must be proficient not only in aerial navigation but also in aerial photography; second, there is the observer, a photographer, who takes the pictures by means of the aerial camera. He must also be proficient in the handling of his work. Fairchild Aerial Camera, K-3, is mostly used by this Section.

The making of photographic mosaic maps is accomplished by placing together two or more reconnaissance strips of a given terrain. To make a continuous image, these photographs must overlap in all directions in such manner that no part of the area is omitted. The making of photographic mosaics must be well planned at the outset of the work. The degree of accuracy desired must be decided, for this will determine the extent of the ground control necessary - that is, whether a map of the area will be sufficiently accurate upon which to base the control or whether the control must be obtained from a survey of the tract.

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ARKANSAS AIRPORT DEVELOPMENTS

By 1st Lieut. J.L. Grisham, A.S.

The new year in Arkansas opens with bright prospects for military and commercial aeronautical development. Through the united efforts of the State officials, the Arkansas Chapters of the National Aeronautic Association and the Little Rock Chamber of Commerce, there has been made available for military and commercial aviation one of the finest airports in the country.

The enlargement of the present field by adding an additional tract of sixty-six acres will provide, when completed, an L-shaped field, each leg being approximately 2600 feet long. This makes available an Airport capable of accommodating the largest types of military and commercial craft. The existence of two hangars, test blocks, underground gasoline tanks and various other equipment, all surplus at the Depot, adds to the attractiveness of this Airport. Two batteries of four regulation size flood-lights are being installed to provide for night landings by those cross-country pilots who miscalculate their time of arrival.

The Airport is one and one-half miles east of Fifth and Main streets, the business center of Little Rock, and can be reached in five minutes by auto. The city traction line is within easy walking distance and a plan to extend it to the main entrance of the Airport is now being considered. Though so advantageously located, the Airport is very accessible by air from the North, East and South. An altitude of ten feet on these three sides is sufficient to clear all obstacles.

Approximately \$3,000.00 has been spent in grading, leveling, draining and otherwise preparing this Port for the expected future use of its facilities. All work will be completed and the Port ready for use by February 15, 1926. When one remembers the expense of providing the additional acreage, together with the cost of preparing it, one can see the interest and enthusiasm being shown by the community in this project.

The need of such a Port in this district and its future importance may well be gauged by the fact that though still uncompleted it is being regularly used by Airways personnel in traveling from Dayton, Ohio, and points East to Dallas, Texas, and points South and West. The route being followed through Louisville, Ky., Nashville, Tenn., Memphis, Tenn., Little Rock, Ark., and Dallas, Texas, traverses the Mississippi River Valley and the lowlands of Arkansas and Texas thereby eliminating the rough country to the North and West. This course, being nearly the hypotenuse of a right-angled triangle, reduces the total distance by one hundred and sixty miles, as compared with the course via St. Louis and Kansas City. The number of large cities served by this shortened route is also attractive from a commercial view-point of more customers.

The 154th Army Observation Squadron, Arkansas National Guard, will have five enlisted caretakers on the field at all times, in addition to the Depot personnel and the large amount of parts in storage at the Depot, fully equipped Machine Shop, Gasoline, Oil and Hangar facilities will assure prompt and efficient service.

Rooms for commissioned personnel are available at the Depot Officers' Club, though hardly necessary since a number of the leading hotels offer an attractive reduced rate to visiting Aviators. Nearly all the Clubs, Theatres, Civic Societies and several of the leading Restaurants, offer their facilities to visiting Aviators free of charge.

The entire state is awake to aeronautical possibilities and are determined that its development shall be in keeping with the active and progressive development of the state's other many natural possibilities. Many other towns in the state have formed Aero Clubs and are providing municipal Airports for use of their National Guard Squadron and other visiting aircraft.

A plan for the employment of the Squadron this summer in flying search-light and tracking missions for the 206th, C.A.C., (Anti-Aircraft), Arkansas National Guard, shows the complete harmony which exists in the whole National Guard Organization and its progressive methods of training its personnel in the modern ways of waging wars.

Arkansas invites you to pay it a visit, by air, at your convenience. Witness the wonderful facilities afforded and the interest being shown in this new mode of travel and we prophesy that you will come again.

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NEW PRIMARY FLYING CLASS AT BROOKS FIELD

The new primary flying training class at Brooks Field, San Antonio, Texas, starting the middle of March, will number 20 officers and 180 cadets. Plans have already been made to take care of the reporting of the cadets with as much quickness and dispatch as possible. Among the new students to take training in the new class will be eight Cubans, one of them being an officer in the Cuban Army and the other seven Cuban flying cadets.

In view of the fact that the old stock of JN6H planes will soon be all gone, either salvaged or sent to other fields, it is the intention to start the new March class in on the new primary training ship, the PT-1, thus ending the day of "Jenny" training at Brooks Field.

Six pilots from Brooks Field ferried JN6H training planes to Little Rock, Arkansas, to be used there by the National Guard for training purposes. In the near future Lieut. McKinnon will take an AT-1 to Baltimore, Md. The trip to Little Rock was successful, although it was necessary to gas the ships quite frequently.

Six National Guard officers also reported at Brooks Field to take the primary flying course, their training to start immediately.

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A FRENCHMAN'S IMPRESSION OF AMERICAN AVIATION

A speech recently delivered by Mr. Louis Breguet, the noted French airplane manufacturer, throws interesting sidelights on the way at least one Frenchman looks upon aviation in America, and the U. S. Government as a whole.

Mr. Breguet's speech, which was translated from the French by Mr. Joseph Vanier of McCook Field, and which appeared in a recent issue of the monthly publication "Slipstream" published in Dayton, is quoted, in part, as follows:

"The Americans are our superiors when it comes to activity, social organization, development, unheard of efficiency in production and their degree of perfection of applying scientific inventions to industry. In certain branches of human activity as for instance, the electrical industry, they are, it appeared to me, and this has been confirmed by the members of the French Commission of Electricians, which I met over there, about ten years ahead of us, - but the same holds not true when it comes to aviation.

The aircraft industry in the United States, and more generally the air idea, is not as much developed as by us. Here at home, so close to immediate dangers of war, and with our fear for national safety, we have advanced more rapidly than the United States, whose location makes it kind of isolated from the rest. And, contrary to what occurs in most great European powers - France, England, Italy, there is in the United States no unification of aeronautical problems and questions between the members of the Government, who occupy themselves to play aerial politics.

They have a director or minister of war, analogous to that which we had before the war, a minister for the Navy, and one for the U.S. Mail, but there is no organ of coordination between the three departments. They have no department of aerial navigation, no centralization of the technical departments, neither meteorological nor manufacturing branches or departments. The very great lack of an aerial navigation branch is followed by the immediate, absolute need of commercial aerial transports. This is of the greatest importance.

Certain private attempts, made shortly after the Armistice, have been abandoned, and actually, there is not one civil air transport line in existence. There is a certain number of men who own airplanes which in the majority are but old war-time planes bought from surplus stock and remodeled into civil airplanes, and kept at the disposal of hurrying Americans, but the use of the airplane appears but little spread out and civil flying is confined almost exclusively to aerial photography, more generally to short hops, exhibition and stunt flying. Under such conditions civil aviation has not progressed very much and few attempts have been made by American constructors to build passenger-carrying airplanes.

It is astonishing that the Americans, as a rule so enterprising have not tried to organize an aerial transport line and have not - as in most European countries - solicited help and subsidation from their Government.

I have tried to find the reason for it by inquiring from the most prominent American industrials and deduced from their answers that one of the main reasons is the fear of having the Government meddle or interfere in private affairs. The Americans are, in fact, very jealous of their independence: It is a manifestation of anti-state spirit, to which I shall refer to again further on.

As far as military aviation is concerned, America does not occupy the position which a nation so strong and great really should occupy. The principal reason for it is that the American Army is rather a militia, and that the pre-occupations of national defense do not exist in a permanent manner.

The Americans further seem, at least in their military technicals, to have lost a little of certain teachings and lessons of the great war; the spirit of sport, ^{so} universal amongst them, has let them to judge the value of an airplane ^{simply} by its qualities for speed, and maneuverability, and to relegate to second place the loading as well as its qualities of offense or defense. So they have neglected the lightening of the airplane bodies, and confined themselves to raising the engine output, and in this respect they have gone a long way along the road to perfection.

If foreign eyes are struck by the slowness of development in the Army and Navy Air Service in the United States, a great number of American citizens are equally of the same sentiments.

The third branch, the Mail Service, uses to a great extent machines of the DH type, mounted with Liberty engines.

This branch has certainly shown some interesting results and should be adopted by us, that is from the standpoint of flying at night, as much by board instruments as well as by an excellent system of beacons erected along its routes, good ground organization and reliability of its power plants.

From the foregoing it may be concluded that the American constructor is forced to proceed at slow speed. The firms who have orders for as high as 80 machines in any one year, are very few. The rest are satisfied in delivering two planes per month.

Notwithstanding the few orders, the American constructors are at ease, as I have already stated. It is true that they do not maintain the vast plants which several firms had established during war time activities, and that they continue their construction at much smaller scale, as for instance the "Wright" Company, which rents the space for its activities. But the establishments which they did keep, are well lighted, well arranged, admirably organized and well supplied.

This ease of the aircraft builders is due to the enormous prices which the Government pays for its airplanes. To give an illustration: The Curtiss firm has an order for ten observation planes, equipped with Liberty engines - the engines to be furnished by the Air Service, - at a price of \$25,000 each, or at the present rate of exchange, more than 600,000 francs.

The Douglas Company, in the far West, has received an order for 75 machines at a price - considered in the American opinion as extremely low - of \$12,000 per plane, or more than 300,000 francs, at the present rate of exchange.

The Glenn Martin Company, at Cleveland, has an order for 70 long-distance torpedo carriers for the Navy, at a price of \$22,500 each and which has been considered as very low.

Both Army and Navy tend to encourage the constructors in building record breaking ships, as was, in particular, the case for the Pulitzer as well as for the Schneider Cup Race.

In this manner the Curtiss Company received an order for machines which, in fact, are worth speaking about: These airplanes, mounted with wheels easily attain a speed of 440 km/hr; equipped with pontoons they realized, in the Schneider Cup Race, an average speed of 235 miles, or 380 km/hr. One of this type of machines broke the world's speed record for seaplanes at 394 km/hr. Now these airplanes, with their engine and their set of pontoons, have been ordered from the Curtiss Company at a price of \$100,000 each, or 2,500,000 francs, at the present rate of exchange.

Furthermore these machines have competed, not under the responsibility and supervision of the constructor, but under that of the Government, all expenses and risks being taken by the Army and Naval Air Services. The Pulitzer Race, in particular, was a match between Army and Navy pilots. The Army won the Pulitzer, as well as the Schneider Cup Race.

The constructors are assisted and aided in their work by the Engineering Division of the Army, located at McCook Field, Dayton, Ohio, and by the Technical Section of the Navy at Philadelphia. The Engineering Division at McCook Field, established during the war, is a very important unit and is equipped with all modern appliances. It also has several wind tunnels, one of which is of the pressure type. It has made some ~~very~~ important experimental work.

The McCook Field Division establishes the standard (or prototypes) which for a long time had been done by the constructors, the latter being now reduced to the role of makers (manufacturers). Only for the last year or so has the Government eased up on the manufacturers who submit now entire airplanes designed by them, but still in accordance to specifications of the Engineering Division.

The Engineering Section of the Navy operates in the same manner.

And now I wish to say a word about the American Construction method.

Those constructors, by reason of the small number of orders, cannot apply to their products the methods which would make for economy. It is impossible with their small output, to use any special machinery. On the other hand, due to this, the piece work in the United States is very expensive, even though the material itself is comparatively cheap. Still the constructors have shown ingenuity in facilitating construction, even at the expense of economy.

This explains the particularly heavy constructions of which I have already spoken. I saw, for instance, some up-to-date machines whose fuselage had a dead weight, more than twice as high as ours here in France.

In this connection the entry of my XIX type machine struck the American constructors, for they had not attached any importance to the question of lightness in construction.

Entirely different principles guide them in their engine construction: The American engines are lighter than any other in actual existence. This lightness compensates to a certain extent the supplementary weight in constructing the bodies of their machines. There is also, between the comparatively high weight of the body and the lightness of the engine, a big enough contrast: It explains the care of the American constructors to win through the speed of their machines and to draw from their motors the highest horse-power possible. To obtain this they made their motors faster and faster; consequently they have lightened the moving parts and use light alloys in order to overcome the inertia forces. They have engines which turn up 2000, and during the race even 2500 r.p.m.

From the design standpoint these engines do not differ very much from ours. For the biggest part they are derived from the 300 h.p. Hispano Suiza, in quantity production in the United States toward the end of the war by firms who had the license.

Incidentally there is quite an interest in air-cooled engines.

I also recall that the Liberty engine, which became known to France in 1918, has been improved upon and is now considered as a very safe and reliable engine, and of which there seems to be still about 10,000 on hand, which explains why the new type of American engines are produced in such small numbers.

The Curtiss 4-500 h.p. engines are ordered for pursuit ships exclusively. Observation, mail and several other types of twin-engined planes are invariably mounted with Liberty engines.

The Wright 650 h.p. engine is used for torpedo carriers and the Packard 800 h.p. engine with reduction gear is used in the heavy Huff-Daland bombers.

And now a few words about the Liberty Trophy Race, in which my machines were entered.

Most of the American machines were remodeled DH's, completely overhauled and rebuilt according to the specifications of the Engineering Division, at McCook Field.

For this race these airplanes had been refined; the wheels were equipped with disks, anything which could in any way increase air resistance was removed or covered, the heads of bolts were covered with putty, all strut fittings were streamlined. The propellers were of metal and the machines had a horse-power of about 450.

These DH's were of different types, according to the modification which had been made and also to whether they belonged to the Army or Navy.

One special new plane, made at McCook Field, showing the number "70" in the entry, was mounted with an air-cooled Liberty, also constructed for the Army Air Service. This plane was without shock absorbers, to keep down resistance as well as weight. This machine would have come in second, that is, at the head of the American planes, if the pilot had thought to use his reserve supply of fuel, whereas he landed, thinking the entire fuel supply was exhausted.

Another racing machine was a Douglas, an entirely new type, with a Packard engine of 500 h.p. This machine was one upon which the Americans had banked, but it did not arrive at Mitchel Field until the eve of the race. I must say that after having examined it, my fears were greatly reduced for this machine was, for ^{the} reasons which I have already stated, of too heavy construction.

I had entered two ordinary airplanes which I had no time to trim up. The machine piloted by Pelletier D'aisy even carried part of its bomb dropping gear. Their wheels were not streamlined, and even ordinary smooth tires. Lemaitre's machine was equipped with a high compression Renault engine of nearly 570 h.p. or something higher than the Packard in the Douglas entry, and it won the race comparatively easy, and I say comparatively for if Lemaitre had not encountered some trouble with his wing controls, he would have done still much better. Pelletier D'aisy did equally well, although his engine was about 80 h.p. slower than Lemaitre's in this contest with the pick of the American pilots in their well-prepared machines.

I could keep on speaking of the possibilities of aviation of the future in the United States and tell how the Americans, by virtue of their industrial power are bound to make up for their shortcomings along certain important lines of aeronautical development. I feel that it is further my duty as a Frenchman

to Frenchmen to say a few words of the general impressions I have gained during my recent visit to that country.

The first thing that strikes a foreigner upon setting foot on the United States soil is the astonishing prosperity - it is really surprising. To be sure this is due in part to the natural resources of the country, but the real, main reason is the remarkable performance of the Americans in their activities. To cite just one example: An American workingman or mechanic, by virtue of his activity which is assisted by the fine equipment at his disposal, the general training he has received, the organization which is his guide, and still many other contributing factors, produces in one hour as much as the average Frenchman does in four or five hours. Naturally he receives the full fruit of his output, earning four or five times the average daily wage of the French workman. Looked at from this standpoint the net cost of most American products is as high and sometimes higher than similar articles made in France. But one thing sure, the cost of living is not in proportion to the cost of manufactured products, when one takes into account food, house rental, clothing, etc.

Living conditions in cities seemed to me to be about four times higher than in French cities, but on the average it is about twice as high as in France. Still, with four times the income of our workmen the American is more than twice as well to do as our own working class.

Their general working hours amounts to eight hours per day, and all additional overtime is paid for at a still higher rate, so if a worker is economical he can lay aside at least half of what he earns and grow to riches rapidly.

It is true, in general, that the American does not like to economize, and prefers to eat. So the consumption per individual is much higher than it is in France, and we are safe to state that of 110 millions of Americans nearly all are over-eaters, if we except the babies, incompetents and old folks.

One thing which struck me first was the fact that nearly every grown person owned an automobile. When one approached Mr. Ford on this subject he answered: "I want every one of my men to become independent enough to buy an automobile; since there are some 180,000 of these workers it means just 180,000 more cars to sell." And really this is practically what happens.

The Government runs the mail, but otherwise interferes but very little with the particular affairs of the country and does not pursue any regular state policy, good or otherwise. It is just to say that when the state does interfere (custom house, police, etc.) it shows itself particularly pestering and rude, at times even brutal.

The lesson I gained is: That we must organize and reduce the net cost of all our products if we want to compete with America. Our workers must aid us in doing this. We must in turn educate them to the benefits of American methods, for only in that way can we reap the full benefit of our production. It should be our policy that "Only Work Produces Riches."

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THE AIR MEET AT BAKERSFIELD, CALIF.

Some 15,000 people witnessed the Air Meet held at Bakersfield, Calif., on Washington's Birthday, February 22nd, which was participated in by practically all the Army, Navy and Marine Corps flying fields in California. Seven pilots and a like number of observers from Crissy Field left on February 20th to attend the Meet, viz: Pilots - 1st Lieuts. J.W. Benton, Lloyd Barnett, Master Sgt. T.J. Fowler, Staff Sgts. C.B. Guile, P.L. Woodruff, Capt. Eaton (Reserve) and Lieut. Little (Reserve) Observers - 1st Lieut. A.W. Marriner, Lieut. Thomas (Reserve), Lieut. Durham (Reserve), Staff Sgt. J.W. Yates, Tech. Sgt. C.F. Gravlin, Corporals F.J. Willard and W.B. Townsend. These men were the guests of the Bakersfield Chapter of the National Aeronautical Association while in Bakersfield. This Chapter just recently established, is the second to be organized in the State of California.

The Navy sent a contingent from San Diego, as did the Marines. There were also Reserves from San Diego, Los Angeles and San Francisco. The number of planes present at the Meet, including Army, Navy, Marine and civilian, was approximately seventy-five. The Navy and Marine Corps did all the acrobatic stunt flying and practically furnished all the flying for the Meet, as the Army was prohibited from flying because the necessary bond was not furnished.

On the night of the arrival of all the planes at Bakersfield, a dinner was given for all the visiting aviators by the Bakersfield Chapter of the National

Aeronautic Association. The Corps Area Air Officer, Lieut.-Col. F. P. Lahm, was the principal speaker during the evening and gave a talk on the development of aviation. He complimented Bakersfield highly on its being the second city in California to organize a National Aeronautic Association Chapter. After the dinner a dance was held to which all the feminine pulchritude from Bakersfield and the surrounding hamlets came. The general consensus of opinion was that a good time was had by all.

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FREIGHT SHIPMENTS TO AND FROM FAIRFIELD DEPOT.

The Supply Depot at Fairfield, Ohio, has transacted "quite some" business during the past six months. The following table shows the extent of incoming and outgoing shipments.

OUTPOUND SHIPMENTS FOR SIX MONTHS ENDING DEC. 31, 1925:			
Freight	- - - - -	672 shipments	-- 2,051,142 lbs.
Express	- - - - -	53 "	-- 17,932 "
Parcel Post	- - - - -	759 "	-- 7,921 "
Local Delivery	- - - - -	1822 "	-- Unknown
Delivery by Air	- - - - -	241 "	-- "
SHIPMENTS RECEIVED DURING SIX MONTHS ENDING DEC. 31, 1925.			
*Freight	- - - - -	774 shipments	-- 3,813,774 lbs.
Express	- - - - -	233 "	-- 21,810 "
Parcel Post	- - - - -	240 "	-- 3,119 "
Local Delivery	- - - - -	905 "	-- 443,452 "
Delivery by Air	- - - - -	47 "	-- 97,452 "

* Does not include coal shipments amounting to 110 shipments, 11,711,100 lbs.

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A FORCED LANDING IN A CEMETERY ✓

Fate plays strange tricks at times. A Lieutenant on duty in the Office, Chief of Air Service, took off the other day from Bolling Field in a Sperry Messenger plane for a practice flight, and while over a cemetery not far from the field his plane became disabled. He was too busy maneuvering his plane to the ground to realize the grave danger confronting him and managed to make a successful landing near the cemetery - about the best place in the world an aviator would care to land. Life has its little jokes, however. On investigation, the Lieutenant discovered that it was a Hebrew cemetery; and being a true "son of the auld sod" he is wondering whether the combination of Jewish luck and Christian science did not have something to do with his lucky escape. The Lieutenant's story of the accident is as follows:

"A few minutes before the accident I made a very steep bank to get out of the path of a DH. I do not know whether the pilot of the DH saw me or not. I recall putting considerable strain on all the controls in this maneuver, also that the air was quite rough and the bumps slammed the plane around quite a good deal. My rudder or rudder bar post became fouled in some way. I thought at first that it was the rudder but when I landed I found that the rudder bar had split. In coming down with my rudder useless I was forced to keep the ship straight chiefly with my ailerons and elevators. I made the landing in a rough field and broke the tail off the ship. My head struck the side of the cowling and my leg was bruised. I managed to get out of the plane without any trouble and went to the nearest telephone to report the accident to Bolling Field.

I did not have time to feel frightened. I did think of jumping out of the plane with my parachute but feared that the plane would go out of control and start spinning before I could get out. Another thing which caused me to hesitate about jumping was the fact that with my parachute strapped on I was in a pretty tight squeeze in the Sperry cockpit and had doubts about being able to get out in time. I felt somehow that I could manage to make a landing straight ahead, and subsequent events justified my decision. While in the act of making a landing one wing and then the other had a tendency to drop each time a gust of wind came along, but I managed to correct this by giving opposite aileron.

It is my opinion that the rudder bar split from the extra strain placed on it, and I think the strain must have been a twisting one, as the bar was split forward. A pebble lodged somewhere may have first caused the fouling.

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WHEELER FIELD GETS AMPHIBIAN

The Engineering Department at Wheeler Field, Schofield Barracks, T.H., which is in charge of 1st Lieut. Jack J. O'Connell, recently turned over to the 4th Observation Squadron for operation a Loening Amphibian. Due consideration must be given to those officers who made possible the final assembling of this land-water aircraft from the crates and its successful test flight by their entirely voluntary capacity as advisers to the Engineering Officer, namely, 1st Lieuts. George W. McEntire and Clarence P. Talbot, A.S.

The Amphibian performs exceptionally well on Wheeler Field, and it is proving to be as good a water plane as it is a land plane. The Squadron will make much good use of "Army", as 1st Lieut. E.S. Davis has named it, in observation work for the Coast Artillery and for inter-island flights. In this country where so many flights over the water are necessary and where in the event of forced landings the pilot would in most cases head for the water, the 4th Observation Squadron could use more airplanes of this type most effectively.

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QUITE SOME BREEZE

The News Letter Correspondent from Selfridge Field, Mt. Clemens, Mich., touching on the many varieties of weather they had been experiencing, states that on Thursday, February 25th, the wind blew with unabated fury all day, reaching at two o'clock in the afternoon a speed of about 65 miles an hour. Immediately after lunch, at hangar five (17th Pursuit Squadron) Old Boreas celebrated its freedom by picking a big hangar door from the hands of several men who were trying to close it, and whisked it away up and over their startled heads across the road to the door of the Officers' Club, broken beyond repair. Fortunately, no one was injured, although several were not quite sure they were all together until minutes afterward.

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NEW SHIPS FOR THE FIRST PURSUIT GROUP

The First Pursuit Group at Selfridge Field, Mt. Clemens, Mich., always welcoming innovations and improvements, even experiments, anxiously awaits the arrival of the new P-2 Pursuit Plane, sister ship of the P-1, with the new 550 h.p. Curtiss engine, type V-1400. "Can't make 'em too fast for the Group pilots," says the NEWS LETTER Correspondent, "and it's getting rather tiresome cruising around at only 140 or 150 miles an hour. Then there comes next week, so they tell us, a new training ship two-seater, the Curtiss O-1, also equipped with the new V-1400. Be kinda nice to cross-country at 135 miles an hour. So long 'Jenny' and AT-1'".

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THE DOUGLAS O-2 SQUADRON

All Douglas O-2 airplanes at Kelly Field belonging to the 10th School Group were assigned to the 43rd School Squadron recently. This squadron will henceforth be an O-2 squadron.

While on the subject of the O-2 airplane, which is manufactured by the Douglas Company at Santa Monica, Calif., and which is now being distributed throughout the entire Air Service in this country, it may be stated that the delivery of these planes to various destinations involves no expense to the Government for freight charges. An Air Service field desiring to obtain its allotted share of O-2's sends a number of pilots across the continent by air, either in a Martin Bomber or a Douglas Transport, and the new ships are flown back. This method not only saves considerable time but also tends to economy in the operating expenses of the Air Service, as thousands of dollars are saved that would otherwise be expended for packing, crating and shipping the airplanes by rail across the continent. Shipping airplanes by rail involves great delay. It takes several weeks for a freight shipment from the Pacific Coast to reach an eastern station. More time is spent in unpacking the shipments, assembling the planes and flight testing them before they are put into actual use.

Under the system now in vogue the ships are assembled at the Douglas factory, flown to their various destinations and are ready to be put into immediate operation, besides affording the pilots ferrying these ships excellent cross-country flying practice.

The Air Service is about the only branch of the Army which is able to act as its own transporting agency.

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BRICKBATS AND BOUQUETS

Air Service personnel have a growl against Lieut. Carl F. Greene, author of the well-known "Dear Ed" letters. They have grown so accustomed to looking forward to these letters that when the NEWS LETTER reaches them and they do not find an "Ed" letter therein they feel that they have been robbed, cheated, or what will you. The Editor appreciates the fact that Friend Greene is a very busy man these days pursuing a hectic "Teckricle" course at the McCook Field Engineering College and for that reason hesitates to request him to contribute his literary efforts more regularly. He does desire to acquaint Lieut. Greene with the fact, however, that his letters are greatly appreciated by NEWS LETTER readers/^{and} that they they would like to see them broadcasted more frequently.

Not long ago mention was made in the NEWS LETTER that a number of Air Service fields were not sending in news items covering their activities. Since that time several fields have responded by sending in contributions, but the following fields have yet to be heard from:

Mitchel Field	Bolling Field	Pope Field
Luke Field	Scott Field	Middletown Air Int. Depot
Marshall Field	Norton Field	Post Field

Once more it is asked that the Publicity Officers at these fields make arrangements to send in contributions to the NEWS LETTER regularly.

What has become of the Luke Field FISHTALE? Several officers have propounded this query to the Editor, but being as much in the dark on this subject as they are no answer was vouchsafed. The Luke Field FISHTALE has not been seen around these parts for many months, and it has been greatly missed, for it was bright, newsy and interesting. No doubt many other officers, who have served a tour of duty in Hawaii and are now in the States are also puzzling over the mystery. As a matter of fact, no news of the activities in Hawaii has been received for some time. Only the other day, after a lapse of several months, a letter came straggling in from Wheeler Field. How about Luke Field?

It is hoped that FISHTALE has not signed off. If it has - a thing much to be regretted - it is hoped that the Publicity Officers of the Hawaiian Air Service fields will bestir themselves and send in news items covering the activities thereat regularly from now on.

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TRANSCONTINENTAL FLIGHTS MUCH IN VOGUE

"Flying to the Pacific Coast is proving one of the major activities of Langley Field these days", writes the NEWS LETTER Correspondent. He then goes on to say: "In addition to four bombers which left this station January 20th in command of 1st Lieut. J.M. Davies, a Douglas C-1 Transport, with Captain F.E. Galloway in command, 1st Lieut. E.R. McReynolds, pilot, and Staff Sergeant Harry Glascock, mechanic, left here March 1st for Mitchel Field via Bolling. At Mitchel Field the transport picked up ten pilots, and returning to Bolling it took on one more officer and then proceeded over the airways to St. Louis, when still another pilot boarded the ship. At the time of writing the transport is at Little Rock, Arkansas, and with good weather should reach Santa Monica by March 12th.

It is believed that this flight will conclusively prove the value of this type airplane. Five pilots are being transported comfortably and expeditiously as well as economically to the Pacific Coast in order that they may ferry to their home stations five new Douglas O-2 planes. It is understood that this method of delivery of these airplanes will effect a saving of several thousand dollars to the government. It would undoubtedly be of interest to the Air

Service as a whole to have the cost figures published showing the cost of effecting this transfer by air as compared to the cost of rail shipment."

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WAR DEPARTMENT ORDERS AFFECTING AIR SERVICE OFFICERS

Changes in Station: Lieut. Benj. B. Cassidy, Scott Field; Lieut. Walter J. Reed, Langley Field; to Primary Flying School, Brooks Field, March 15.

Lieuts. Edwin K. Pihlson; Theodore A. Baldwin, 3rd; Russell T. Finn; John L. DePew, Raymond C. Conder and Wiley T. Moore from Primary Flying School, Brooks Field, to Fort Sam Houston, Texas, for duty.

Capt. Horace N. Heisen from Langley Field to Boston Airport, March 20, Major Henry H. Arnold from Office, Chief of Air Service to Fort Riley, Kans. Lieut. Walter K. Burgess, upon completion of foreign service tour, to Kelly Field, Texas.

Lieut. Alden R. Crawford from Brooks Field to Philippines.

Major Norman W. Peek from Scott Field to Akron, Ohio, in District Office.

Lieut. Walter Miller from Crissy Field to Kelly Field.

Lieut. Alfred I. Puryear from Walter Reed General Hospital to Langley Field, Va.

Capt. Wm. E. Kepner from Brooks Field to Scott Field, Ill.

Lieut.-Col. Ira F. Fravel, Office, Chief of Air Service, to Army War College.

Major John B. Brooks, Mitchel Field, to Army War College.

Major Earl L. Meiden, Langley Field, to Army War College.

Details to Air Service: Lieuts. Joe H. Loutzenheiser and Wilfrid H. Hardy, Cavalry, and Lieut. Sidney L. Douthit, Infantry, to Air Service Primary Flying School, Brooks Field, Texas, March 13.

Transfers: Lieut. Arthur C. Boll, A.S. Ft. Sam Houston, to Signal Corps; Lieut. Welborn B. Griffith, Jr., A.S. to Infantry.

Promotions: 1st Lieut. Clyde V. Finter to Captain, January 27th.

2nd Lieut. Frank H. Jerdone, Reserve, on active duty at Langley Field, to 1st Lieut., A.S. Reserve, March 2.

Resignations: 1st Lieut. Leigh Wade, March 3; 1st Lieut. Wallace R. Fletcher, March 31.

Leaves of Absence: Lieut. James B. Carroll, 4 days, Feb. 19; Lieut. Grandison Gardner, 1 month, 22 days, upon expiration foreign service tour Lieut. Ashley C. McKinley, leave extended 20 days; Lieut. Walter H. Reid, 2 months upon arrival in United States; Lieut. Orin J. Bushey, 1 month, 10 days, March 25th; Major Henry H. Arnold, 10 days, March 8th; Lieut. Delmar H. Dunton, 2 months, on arrival in United States; Lieut. John A. Macready, 3 months, 16 days, March 8th; Lieut. Wm. C. Goldsborough, 1 month, 9 days, June 9; Major Joseph T. McNarney, 1 month, July 1.

To Walter Reed General Hospital for Observation and Treatment: Captain Captain Idwel H. Edwards, Office, Chief of Air Service; 1st Lieut. Frank M. McKee, Norton Field, Columbus, Ohio

NOTES FROM AIR SERVICE FIELDS

Kelly Field, San Antonio, Texas, February 26th.

Approximately 40 airplanes left on Saturday, Feb. 20th, for Galveston, Texas, for machine gun practice of students of the graduating class of the Air Service Advanced Flying School. On February 18th the truck train, composed of fuel tanks and trucks carrying equipment for the expedition, left Kelly Field for Galveston. Captain A. B. McDoniel is in command of the expedition and Capt. Burdette S. Wright is the Operations Officer.

The third quintet of Kelly Field pilots took off for Santa Monica to ferry back new Douglas O-2 planes to this station.

Lieut. Emil C. Kiel, A.S., reported for duty with the 10th School Group on Feb. 9th and was assigned to the Flying Department.

Cpts. R. Beam and Wm. E. Lynd left Chanute Field Feb. 15th, bringing with them to Kelly Field two Spanish Air Service officers - Cpts. Carlos Pastor and Carlos Sartorius - who expect to remain at Kelly approximately one week.

A number of Kelly Field cadets made a cross-country to Fort Clark on Saturday, Feb. 13th, returning same day with exception of one Cadet who caused the outfit some worry by not showing up on schedule time and who did not arrive until Sunday morning. Many wild guesses were made as to what part of the wild and woolly country west of Uvalde he was in, but it turned out that he had become lost and had returned to Fort Clark.

The baseball season has begun in earnest. All the squadrons at Kelly are getting in their spring practice, each confident of finishing well in front in the Kelly Field league. Although it is hard to judge this early in the season, the 40th School Squadron and the 10th School Group Headquarters are the two squads that look the most promising. Kelly Field is looking forward to a great baseball year.

In a hot and hectic baseball game on the Kelly Field diamond the married officers of the field sent the bachelors down to an inglorious defeat. Remarkable pitching by Capt. J.R. Davidson of the 3rd Attack Group, combined with the impenetrable infielding of the benedicts was responsible for their victory. Lieuts. John B. Patrick, T.W. Blackburn and Capt. F.I. Emlin starred for the married officers. The score was approximately 14 to 6.

Lieut. Frederick A. Johnson, who recently underwent an operation for appendicitis at the Stanton Hospital, Ft. Sam Houston, Texas, and contracted double pneumonia, is now convalescing and should be back with us in the near future.

Lieut. James H. Doelittle, from McCook Field, arrived here Feb. 19th to inspect the MB's recently put out of commission.

The Douglas Transports of the 40th Squadron were busy last week ferrying men to Galveston on the gunnery expedition. The Douglas is a great improvement over the Martin Bomber for this purpose. More men can be carried at less expense and less work.

2nd Lieut. Edward F. Booth left Feb. 16th for St. Louis over the Model Airways.

Major H. S. Burwell, C.O. of the 3rd Attack Group, returned here Feb. 17th from Southern California where he spent a four months' vacation. Major Burwell at once proceeded by rail to Washington for a conference with the Chief of Air Service relative to the Attack Group.

Sgt. Karl W. Criss, Hdqrs. Detachment, 3rd Attack Group, while returning from Laredo, Texas, had the misfortune to lose control of his motorcycle and was hurled headlong into a ditch at the side of the road. He was taken to the Station Hospital at Kelly Field, where his condition is not considered serious. The accident occurred on the Frio City Road about one mile northeast of Pearsall, Texas.

Lieut. C. McK. Robinson and Staff Sgt. P.E. Johnson, pilots, with Sgt. Lipp and Corp. Shaw as passengers, left Feb. 22nd on a cross-country to Paris, Texas.

Lieut. Hornsby and Old and Sgt. Messer arrived here from Maxwell Field, Montgomery, Ala., Feb. 25th, in a Martin Bomber, enroute to the West Coast.

Lieuts. Horton, Hawkins, and Sgt. Smith arrived here from Langley Field, Feb. 25th in a Martin Bomber, enroute to the West Coast.

Lieuts. Cousland and Sgt. Mick arrived from Post Field, Okla. Feb. 26th. Lieut. Cousland returned Sgt. Mick to the Station Hospital, Ft. Sam Houston.

Selfridge Field, Mt. Clemens, Mich.

Although the Air Service News Letter has had no word from Selfridge for several months, 'tis no sign the field has reached that stage of eternal peace wherein everything becomes as nothing. Far from it! Each day possible for flying sees the sky dotted with roaring planes interspersed with the mad hum of machine gun fire as they streak downward upon the ground targets piling up almost unbelievable scores, while men growl and curse at their pilots' uncanny accuracy as they paste endless pasters and mark the hits. And, while the field has few pursuit ships, these few are maintained in almost perfect condition and flown continually, for there are not enough to go around.

The Detroit North Pole Expedition having exacted its toll from the flying personnel of the field in taking Major Thomas C. Lanphier and Technical Sergeant Charles M. Wiseley, who purchased his discharge from the service, we feel that, even though we haven't had a lot to say, no one could quite forget us. Then, too, there were the Winter Maneuvers at Oscoda, Michigan, where the Group performed patrols, reconnaissance, formations, and routine tests in addition to daily machine gunnery, all of which was in the papers - some of our pictures even. Still we are sorry we forget the Air Service NEWS LETTER and we'll try not to be so negligent in the future.

Recently a Curtis Bomber came in from McCook Field. Lieut. Batten pilot, with Mr. Rivers and Mr. Dowges, both employes at McCook, came looking for deep snow for testing the big bombing skis. For atmosphere, Lieut. Batten, brought a genuine, full blooded, black-tongued, red-coated chow dog with him, which immediately wanted to contest every hound on the Post. Due to an intermittent sun which burns hot at odd moments during the day it may be necessary for the Bomber to go still farther North for deep snow, possibly the Group's old camping ground at Oscoda.

Selfridge Field, Mt. Clemens, Mich., March 1, 1926.

The other morning with about three or four inches of snow on the field we changed our ships from wheels to skis and had them on the line in the frosty air in about twenty minutes. On March 1st the snow all gone after a miserable day of rain and mist, we reversed the change and had the wheels on in nine minutes flat and the ships all ready to go long before the appointed hour of eight forty-five.

Wednesday, before we lost the snow, was devoted to the testing of heavy duty skis. Two DeHavilands and one Douglas Transport made several flights during the morning and afternoon until, due to rapid melting of snow - when it became almost impossible to attain a speed over fifteen miles an hour - all flying was suspended. One ski had been installed on a Bomber when it was necessary to get the ship out of the wind immediately, lopsided as it was, for the hubs of the skis are several inches higher than those of the wheels and, in a high wind, this condition might easily cause considerable destruction. It took twenty men with strong backs and bulging muscles to get the ship out of danger.

But the work was not in vain, for we woke the next morning to find the field a sea of water and a high wind blowing, so that all formations were held indoors. The weather had to be disagreeable when that happens, although the men rather enjoy it. One on the "Top Kick", so to speak.

Langley Field, Hampton, Va., February 26th.

The personnel of the 2nd Wing Headquarters are looking forward with great expectations of having a most enjoyable summer, as the Organization Commander purchased a 35-foot motor boat with the organization funds, assuring the members of this organization many pleasures for years to come. This boat is considered one of the best of its kind at Langley Field and large enough to accommodate all the members of the organization. The boys are making great plans for the summer, and if they work out the organizations at Langley Field will certainly be fed up on fish and more fish.

11th Bombardment Squadron: During the past week the Squadron flew 20 hours and thirty minutes, consisting of 32 flights. (W. H. H. H.)

An item worthy of appreciation is the commendation by Major Brereton, Group Commander, after his last inspection on February 13th, on the condition of the barracks, flying equipment and the general appearance of the Squadron. The outfit shows a vast improvement over its previous condition, and would rank first were a comparative rating system adopted within the Post.

Staff Sergeant Wiltur Meier of this organization thrilled the members of the post with one of the longest parachute jumps ever made on this field. Sgt. Meier on Feb. 15th, jumped from a Martin Bomber piloted by Cadet Tafft, not opening the chute until within a couple of hundred feet of the ground. Aside from a little shaking up, Sgt. Meier felt none the worse from the jump.

The hangar was the scene of a fire on Feb. 19th. Fire broke out in the stock room, and due to the quick work of the men in the hangar at the time the fire was under hand by the time the fire fighters arrived. Staff Sgt. Hammer received first degree burns on the face, while putting the fire out, and he also received a hair singe free of charge. Very little damage was done by the fire.

20th. Bomb. Squadron. As we expected, our Basketball team came through with flying colors, reaching second place in the pennant race by giving the 96th Squadron a severe lacing on Thursday, February 13. Although we have still three games to win in order to hold our present position we have no fear of the outcome. Our players have had the backing of the Squadron throughout the season and they have amply repaid us for our loyalty and confidence in them.

For some time now we have been planning for the coming base-ball season and as the time for spring training draws nearer our chances for an all-star team of fast stepping apple tossers are improving. In fact, our hopes have been realized, for with such old timers as Corporals Lambert and Gray aiding us with their brilliant playing and sage council, we are certain to hang up a record that will last for some time. Although we are not yet certain we feel secure in predicting that our first sack will be held down by no less a personage than Lieut. A. Lindeburg, himself. The steady influence and true sportsmanship of our present Commanding Officer will go far towards bringing out our fiery young athletes at their proper level, which is at the top. The team has been placed in the able hands of Sgt. Meyers who will mold them into a smooth running machine which, we feel sure, will be hard to beat.

96th Bombardment Squadron. Captain Black, our Commanding Officer for nearly four years, left us to take charge of the training of the Maryland National Guard Air Units at Baltimore, Md. His going is universally regretted and we feel that the Guard is most fortunate in having with them such a capable and popular officer.

Lieut. McReynolds flew the Douglas Transport to Washington and back during the week being held over a day or so enroute when a heavy snow storm occasioned a forced landing.

Work on the Squadron and Group Training Schedule continues unabated which keeps our planes in the air pretty constantly. We find ourselves well up to date on the first stage ending with February.

19th Airship Company. During the first part of February the Airships "TC-4" and "TA-5" in 31 flights in eight flying days, flew over 50 hours, which is exceedingly well for Lighter-than-Aircraft this time of the year. Enlisted personnel of the Company were given flights for instruction. The commissioned personnel of the Flight Surgeon's office, this station, Major B.B. Warriner, Captains S.B. Clinard and D.R. Blakely, M.C. were given flights for training and observation.

On the 2nd and 15th of the month "TC-4" made cross-country flights to Washington, D.C., and officers from the Office, Chief of Air Service, (Lt.-Col. I.F. Fravel, Captain R.E. O'Neill and Lieut. H.G. Montgomery), and Majors Rush B. Lincoln and J.D. Reardan, Office, Chief of Staff, made the return flights.

On Feb. 17th, Captain Charles P. Clark, piloting the "TC-4", made a special flight for the purpose of observing all naval craft movement in the entrance to Chesapeake Bay, Virginia, during the maneuver in the defeat of the enemy.

General routine flights were made by the Airships "TC-4" and "TA-5" to Norfolk, Suffolk, Portsmouth, Newport News, Williamsburg, and Richmond, Virginia, carrying as passengers, men of the company who are inexperienced in Air Service work and flying. Now that all men on flying status have made more than their required flights for the month, all the recruits, about 20 in number, will be given flights to acquaint them with flying and see how they like it.

Flying time for the month ending Feb. 20th was: Daily aircraft hours: 37:10; daily man-hours: 144:35; daily cross-country aircraft hours: 14:20; daily cross-country man-hours: 81:40.

There has been unusual interest in violent exercise since the officers took their physical examinations. Captain Wheeler, Lieut. Lundell, Lieut. Brown, Lieut. Davidson, Lieut. Benson, Lieut. Jordan and Lieut. McBlain are most insistent on having an hour or more of fast volley ball every day. They are not content with this method alone so they can be seen often going through all motions of expert swimmers and beach boys off Haleiwa Beach. Lieut. Archer, Lieut. M.J. Smith and Lieut. Kemmer joined the squadron a few months ago and are being given the real dope on sea fishing by Lieut. Davis. There has been no catch to boast of yet. It is evident though that there are deer, goats, and wild hogs in this vicinity of the Pacific. Several of the Squadron display fine specimens of deer hides and horns. The Squadron is well located for its personnel to enjoy a fine climate, good hunting, good fishing and swimming.

One of the most unique and probably the largest attended dance ever held by the military in Hawaii was the Mechanics' Ball, given at Wheeler Field by the officers of the Fourth Observation Squadron on the night of January 29th. A very conservative estimate would be that 1200 persons attended the affair. The costumes for the occasion were, for the mechanics, coveralls and motor grease, and for their wives and lady friends, coveralls, house aprons or what have you? These dress rules were set down on invitations printed on a good grade of mechanics' lawn, easily recognized as sand-paper. Some of the mechanics forgot the social plane of the affair so far that they even brought chewing tobacco and some of their wrenches along with them. It was a typical Hawaiian moonlight night, and it was evident to anyone residing on the island of Oahu that something of special importance was going on because a giant anti-aircraft searchlight illumined the winding way to Wheeler Field. The big hangar was well transformed into a tropical grove with shop effect here and there. Naval signal flags and parachutes were suspended from the rafters. The parachutes were hung in such a way that with the vari-colored lights dropped through their centers they reflected the light in such a manner as to appear as large morning glories. Rows of cane stalks, date and cocconut palms, and banana trees covered the walls. The several exhibits interested many when they were not dancing. At the entrance was our prized Amphibian with a platform so that interested guests could inspect the cockpits. In one corner was a "Forced Landing" with an SB-5 on its nose in a cane field. In another place our DH-4 with bomb racks and bombs was shown. Then a visit to Captain V. T. Scott's flight surgeon's "Office" afforded a number of high-ranking officers the opportunity for testing their qualifications as flyers in the whirling chair, and their responsiveness to high voltage equipment and ammonia scented flowers.

Good music was furnished by two orchestras. The surprise feature of the evening was the introduction of a composition, "The Wheeler Field March," by Mr. Sgt. Oswald, dedicated to our commanding officer, Captain C. F. Wheeler. The grand march was led by Mrs. Wheeler and General Wm. R. Smith. The machine shop turned out sandwiches, the meat of which was cut on a power hack-saw, and cream for the coffee was squirted from long-spouted oil cans. The mechanics Ball was a great success and was much enjoyed by the flyers and wives stationed in Hawaii as well as by the ladies and officers of all other branches at Schofield Barracks. Due credit must be given to Lieut. McEntire, Lieut. Etheridge, Lieut. O'Connell, Lieut. Wallace G. Smith and Lieut. Talbot for their efforts in preparing the details for this dance.

Preceding the Mechanics' Ball, a farewell dinner was given by Captain and Mrs. C. F. Wheeler for the officers of the 4th Observation Squadron and their wives, in honor of Captain and Mrs. Verner T. Scott, and Lieut. and Mrs. H. W. Prosser, who are leaving soon. Everyone appeared in shop dress and the appointments for the dinner were carried out in shop style. The tables were laid with blue and white table cloths and the guests were seated on the familiar unpainted mess stool. A hearty mechanics' dinner was served and included roast beef and gravy, baked beans, carrot pudding, and Captain Wheeler's favorite horse-radish.

Lieut. Prosser left for station at Kelly Field on February 6th. While Lieut. Prosser was here as Engineering Officer, the equipment for which the Engineering Department was responsible operated most successfully, and the Squadron regrets the loss of his services.

Congratulations are in order for Lieut. and Mrs. R. D. Moor, who recently increased the personnel by the arrival of their second daughter, Marilyn.

Our Communications Officer, Lieut. Wallace "Static" Smith, is now

experimenting with balloon suspended antennae to be used on the Amphibian, in case of forced landings at sea. In the emergency equipment of the plane it is planned to carry a small tank of compressed hydrogen to be used to inflate meteorological balloons, which are in turn tied to the end of the antenna, when airplane is on the water, replacing the customary fish.

Biggs Field, Fort Bliss, El Paso, Texas, Feb. 19th. - 27th.

Record firing of the 12th Observation Squadron and 1st Photo Section of Pistol Target Season of 1926 was completed by all officers and men of these organizations, with the exception of 15 recruits lately joined who have not yet completed their preliminary training. Of the 35 men who fired the course, only six failed to qualify, 32 qualifying as pistol experts, 19 as pistol sharpshooters and 28 as pistol marksmen, - a percentage of 92.94. This result is considered very good in view of the adverse weather conditions encountered during the record firing, high winds and dust storms prevailing daily.

The 3th Battalion of Engineers, engaged for the last seven weeks in taking down the hangars at this field for re-erection at Camp Bierne, $2\frac{1}{2}$ miles north of Biggs Field, where our new flying field will be located, has made rapid strides lately towards the completion of this job, and it is expected that flying from this field will begin very soon. Vertical photographs, prepared by the 1st Photo Section, of the new landing field was mailed to all Air Service stations in the United States. This landing field is easily located from the air by the large balloon hangar in the south edge of the field.

Major John N. Reynolds, C.O., flew a DeH plane to Duncan Field, San Antonio, Texas, on Feb. 11th, for the purpose of having same overhauled and repaired. Major Reynolds at the same time took advantage of leave of absence for eight days.

A Douglas Transport, piloted by Lieut. L.J. Carr, arrived Feb. 16th from Kelly Field enroute to Santa Monica, Calif., with the following officers on board: Major John M. True, Q.M.C., Camp Normoyle, Texas; Lieuts. James M. Gillespie, F.I. Patrick, George E. Rice and H.S. Vandenberg, all of Kelly Field. They are expected to bring back four of the new Douglas Observation planes for Kelly Field. Due to a strong wind prevailing on the 17th, their journey westward was resumed the next day.

Major H.B.S. Burwell and Capt. Robert C. Caded, of Kelly Field, passed through this station in a Douglas Observation plane from Santa Monica, Calif., enroute to their home station.

Captain Walter Dender, Adjutant, 2nd Div. Air Service, took off Feb. 19th in a DeH, piloted by Lieut. Charles Douglas, on an inspection tour of the air-dromes at Douglas and Tucson, Ariz. They returned to Biggs Field late in the afternoon of the same day, having covered 575 miles during the day in addition to the time spent at each station during inspection of hangars and personnel.

Lieut. Ray H. Clark, accompanied by Staff Sgt. Wm. J. Riley, 12th Observation Squadron, left Feb. 20th in a DH on a cross-country trip to Denver, Colo.

An automobile accident occurred to Lieut. and Mrs. Charles Douglas of this field on the morning of Feb. 23rd. Lieut. Douglas was returning to the field from his home in the City of El Paso when, upon turning a corner, he ran squarely into a Ford which had stalled crossways in the middle of the street. On the impact Mrs. Douglas was thrown through the windshield to the pavement, receiving painful bruises and cuts about the face in the fall. The injuries of Lieut. Douglas were slight. A lady occupying the Ford was also slightly injured by flying glass. Mrs. Douglas is under the care of Army medical officers in her home.

Lieut. Lloyd E. Hunting, piloting a DH, carrying Capt. Levy S. Johnson, M.C., our Flight Surgeon, as passenger, left Feb. 20th on a cross-country training flight through the States of Arizona and New Mexico, returning to their home station at sundown Feb. 22nd.

Staff Sgts. Fred I. Pierce and Fred C. Tyler, 12th Obs. Sqdn., our only enlisted pilots, each piloting a DH and carrying Corp. "Buck" Weaver and Pvt. 1st Cl. Paul W. Donnelly as passengers, left 8:00 a.m. Feb. 21st on a cross-country training flight to Fort Stockton, Texas, returning at sundown Feb. 22nd.

The enlisted strength of the squadron was further increased by the enlistment of three men and two transfers from other organizations.

Capt. R.H. Ballard, C.O. at Post Field, Fort Sill, Okla., accompanied by 1st Lieut. C.J. Kenney, each piloting a Douglas Observation plane, arrived here Feb. 25th from Santa Monica, remaining overnight. They took off early Feb. 27th for their home station, intending to make Fort Sill in one hop, an airline distance of approximately 650 miles.

Brooks Field, San Antonio, Texas, Feb. 17th.

During the past week-end, several cross-countries were taken by pilots of this Field, Captain Oldfield going as far north as Little Rock, Arkansas. Lieuts. Schlatter and Downing intended making a triangular trip from here to Fort Sill, Okla., and Deming, New Mexico, but due to motor trouble were forced down this side of Deming at Roswell and spent the night at the New Mexico Military Institute. Lieut. Owens also had motor trouble on the road to Ft. Ringgold, being forced down about forty miles this side of the border. He reported a delightful walk of twelve miles to the nearest ranch house and a ride of twenty-five more to the nearest station from which he could wire back. Texas is not very thickly populated.

The wash-out board, better known as the laundry, ran up a large score this past week. Captains Stevens, Gates and Winningstad, and Lieuts. Steer, Baldwin, Flood, Carlton and Hale being numbered among the casualties. Captain Winningstad will go to Kelly Field to take the Observation Course, Capt. Stevens to Fairfield as photographer and Lieut. Flood, who is already a Lighter-than-Air pilot to Scott Field.

Our Post basket ball season is now over. It was very successful, some sixty or seventy interesting games being played out at the big hangar with the B Flight Cadet team winning the championship.

Lieut. Carter reported to Brooks Field from the Canal Zone today for duty as an instructor. Lieut. Pardoe Martin of this station, who was ordered to foreign service, has had his orders canceled and is at present on a short leave which he is spending in Florida.

Lieuts. Banfill and McDaniel left yesterday for Montgomery, Alabama, Lieut. Banfill flying a Jenny, while Lieut. McDaniel went over in a DH to ferry Banfill back.

Lieut. Paul Wolf is to leave Monday for Denver, Colo., in a Jenny which he will leave there to be used in National Guard training.

Preparations are now being made for several spring activities, such as the watering of the ball diamond, the recent completion of our two-hole golf course and the planting of the Post garden. Even the roof of our balloon hangar has been repaired and a new coat of paint is being given several of our buildings.

Flying time for the past week, due to a decrease in the number of students was lessened, being 754 daily aircraft hours, 55 daily aircraft cross-country hours.

Brooks Field, San Antonio, Texas, February 24th.

Major Royce, Lieuts. McClellan, Patrick and Garrecht were among those who attended the Washington's Day dance and opening of an airplane field at Shreveport over the week-end, while Lieuts. Greenlaw, Hodgson, Twining and Bertucci, the Argentine Naval aviator who is here taking the training course, attended the celebration at Laredo.

Lieut. Meyers has returned to duty after a two-weeks stay in the Station Hospital at Ft. Sam Houston, where he has been undergoing operations on his tonsils and nose.

Lieuts. Warren R. Carter and George C.W. Blessley from Panama and McCook Fields respectively, are now here for duty as instructors.

Our ice hockey team suffered its first defeat last Thursday evening. Though our representatives put up a good fight and the game was hotly contested, the civilians showed themselves to be slightly superior and won by the score of 5 to 3. We now hope to arrange another game with them to decide the superiority of one team or the other, each team having won one game from the other.

Headquarters Squadron has gone into the chicken business and reports a very successful season. The hens are laying more eggs than could reasonably be expected of them, and Lieut. Banfill is having difficulty in getting rid of his surplus. He is furnishing the whole field's supply and also sending many dozens downtown several times each week. The worst part of it is that

hens all around this vicinity are doing the same thing and the price of eggs has gone down to a very low price.

Brooks Field, San Antonio, Texas, March 2nd.

Several long cross-countries are scheduled for the near future, so that they can be taken in the lull between classes. Lieuts. Stoner and Hodgson are leaving for the West Coast while Lieuts. Hegardt and Crawford are leaving for Boston and Lieuts. Downing and White for New York. Lieut. McKinnon is due back today from the West Coast, where he was visiting his father who was suddenly taken sick.

The students of the September, 1925, Class who will leave here soon for the Advanced Course at Kelly Field are to give an elaborate party for the permanent officers and are making elaborate preparations for an enjoyable time.

Sgt. Angell, who has been here on detached service as an instructor from Aberdeen Proving Grounds, Md., was ordered to Pope Field, where he will be on detached duty.

Flying time for the past week was as follows: Daily aircraft hours, 677:40; Daily man hours, 1042:15; Daily cross-country hours, 156:05; Daily Cross-country man-hours, 308:30.

Crissy Field, Presidio of San Francisco, Calif., March 2.

Flying activities at Crissy Field during February picked up considerably due to the unusual amount of good weather for the Northern California rainy season.

Crissy Field furnished several planes for tracking drill for the 62nd Coast Artillery on Feb. 16th, 17th and 18th.

On Feb. 19th Master Sergeant Thomas J. Fowler, pilot, and 1st Lieut. C.C. Wilson, observer, went to Monterey, Calif., for a practice radio mission with the 11th Cavalry.

The field started its annual gunnery practice, using Mather Field, Sacramento, Calif., some 90 miles distant, for its forward gun work at ground targets. This was necessary, as Crissy Field and the vicinity of San Francisco are too thickly populated to enable this practice to be held. For the air gunnery the pilots and observers take Kapok life preserver cushions and head out to sea and do their firing over the water. This is a great idea if your motor stays with you. If it does not, it's a long swim. The two men attaining the highest record in this gunnery practice will represent Crissy Field in the Annual Air Service Gunnery Competition.

Master Sgt. Fred Kelly, pilot, and 1st Lieut. A.W. Marriner, observer, made a flight for the purpose of radio communication test with the Coast Artillery at Fort Scott. A few days later, Master Sgt. Kelly and Lieut. Marriner also completed a successful radio test from the ground to the airplane with the 75th Field Artillery at Monterey, Calif.

Crissy Field has been enjoying the use of the two new Douglas O-2's and its new Loening Amphibian. Practically all the pilots on the field have tried out and tested these planes and have been delighted with the performance of both.

Captain John P. Beeson, our genial Flight Surgeon, and Capt. J.W. Signer, our Operations Officer, received orders to proceed to Hawaii. A number of farewell parties are being given in their honor. Crissy Field will miss them both.

Wright Field, Fairfield, Ohio, March 3.

New Officers are reporting for duty, the most recent arrival being Major John C. McDonnell, who is the new Commanding Officer of the 38th Squadron. Major McDonnell just completed a tour of foreign service in the Philippines. Captain Albert W. Stevens is slated to take command of the 7th Photo Section while Captain W.D. Van Ingen will replace Capt. Platt as Signal Officer.

Recent social events centered about the officers and their families who will soon leave for distant stations, - Lieut. and Mrs. E.E. Thomas, Jr., Lieut. and Mrs. L. E. Sharon, Capt. J.C. Platt, Jr., J.B. Powers and Henry Pascale. A party was given in their honor on February 28th; and bridge luncheons and informal dinners were given at the homes of several officers.

Capt. Phillip A. Scholl of the Finance Department is auditing all property records at this Section.

Lieut. C. C. Nutt left for the Pacific Coast Feb. 25th in a Martin Bomber. On the return trip he will bring back an O-2 from Santa Monica to Wright Field.

A dance was given at the Officers' Club by the Wilbur Wright Welfare Association on Feb. 26th.

Field Service Section, Wright Field, Ohio, February 9th.

Major George H. Brett, Chief of the Field Service Section, left Wright Field early in January, ferrying a PT-1 to Brooks Field. From there he proceeded by rail to the Pacific Coast, visiting all the Air Service activities in California and giving special attention to supply and maintenance problems. As he was formerly in command of Crissy Field, Major Brett feels quite at home in San Francisco, and he has been a frequent visitor at other stations on the Pacific Coast. He flew one of the new O-2 planes from the factory of the Douglas Aircraft Company at Santa Monica to Wright Field. Major Brett is of the opinion that a trip of this kind helps to bring the Field Service Section closer to the fields that it serves, with mutual benefit to both.

Lieut. W.J. Hanlon recently returned from an Airways trip.

Lieut. C. A. Cover recently returned to the Field Service Section, flying from Rockwell Field to Wright Field in record time.

Among the officers who recently visited the Field Service Section were Major H. A. Strauss, Lieut. Bazely of Scott Field, and Lieut. A.E. Simonin of Langin Field.

Mr. L. W. Armour, in charge of Requirements, returned from the Loening Aircraft Company at New York City, where he secured data for the preparation of a catalog of the Loening Amphibian airplane.

Lieut. Leon E. Sharon, ordered to the Hawaiian Islands, expects to leave in March or April. His many friends of the Field Service Section and elsewhere on the Post, and in the City of Dayton, greatly regret his departure, and the wish has been generally expressed that he might remain as Executive Officer of the Field Service Section for at least four years. Lieut. and Mrs. Sharon are being entertained at many informal social affairs, and it is hoped they may return to this station at some time in the near future.

Lieut. Robert E. Self reported for duty at the Field Service Section, and has been temporarily placed in charge of Photographic supplies.

Lieut. B. M. Giles was transferred from the Maintenance Section to the Material Section, of which he is now the chief. He is assisted by Lieut. R. E. Self; Mr. C.H. Calder, Assistant Chief of Branch; Messrs. W.W. Wood, C.M. Collins and M.H. Gillette.

Little Rock Air Intermediate Depot, Little Rock, Arkansas, March 6.

Seven planes were ferried from Brooks Field by Major Royce, Lieuts. Grisham, Jamison, McGinley, Hine, Webster and Thorpe, and delivered to the 154th Observation Squadron, Arkansas National Guard, on Feb. 27th. The visiting officers seemed well pleased with the airport. Lieut. Grisham and the Squadron Commander, Capt. Meadows, are now in preliminary work with a view to placing National Guard officers on a flying status, and it is hoped that this work will progress satisfactorily.

Captain Wooten and Lieuts. George and Thompson, ferrying three Douglas planes from Santa Monica, Calif., to Washington, recently stopped overnight at the Little Rock Airport.

Maxwell Field, Montgomery, Ala., March 8th.

The 22nd Observation Squadron has been very busy the past few weeks towing targets for the Infantry School at Fort Benning, Georgia. The Infantry is firing on aerial targets at specified altitudes, varying from 100 feet to 2,000 feet, with service rifles, automatic rifles and machine guns.

The aerial gunnery course has started. Ground targets have been set upon the edge of the flying field at Fort Benning and the pilots and observers are

firing both front and rear guns. To finish this course the 22nd Squadron will go to Pensacola, Fla., where they will fire at aerial and shadow targets.

1st Lieut. A. Hornsby, 2nd Lieut. Wm. D. Old and Staff Sgt. Messer left Feb. 21st in a Martin Bomber for San Diego, Calif., where the plane will be left for shipment to the Philippines after a complete overhauling at the Rockwell Depot. The above personnel will proceed from San Diego to Santa Monica by rail and there receive two Douglas Observation type airplanes to be ferried to Maxwell Field.

Lieut. Hornsby and two mechanics left in a Martin Bomber on Feb. 15th for Fort Barrancas, Fla., to tow targets for the Anti-Aircraft Artillery, returning on the 19th.

Summer training starts here April 1st and continues with a few breaks until September.

Capt. Charles F. Shook, our worthy Flight Surgeon, received orders to sail for Hawaii April 27th. Many social affairs were given in Capt. and Mrs. Shook's honor.

Lieut. Molloy and Capt. Gleaves of the Tennessee National Guard spent a couple of days at the Field last week.

Commander Wick of the Naval Air Service spent the night of March 6th here on his trip from Washington to Pensacola, Fla.

Work will start in a few days on a concrete runway 80 x 200 feet. This will be a great aid in starting and servicing the ships in wet weather.

A total of 203 hours, 10 minutes flying time was made by four pilots during the month of February. This was exceptionally good for this station. The time per pilot was: Lieut. Whatley, 68 hrs.; Lieut. Hornsby, 45 hrs. up to Feb. 21st; Lieut. Knapp, 24 hrs. 25 min.; and Lieut. Miller, 43 hrs. 45 min.

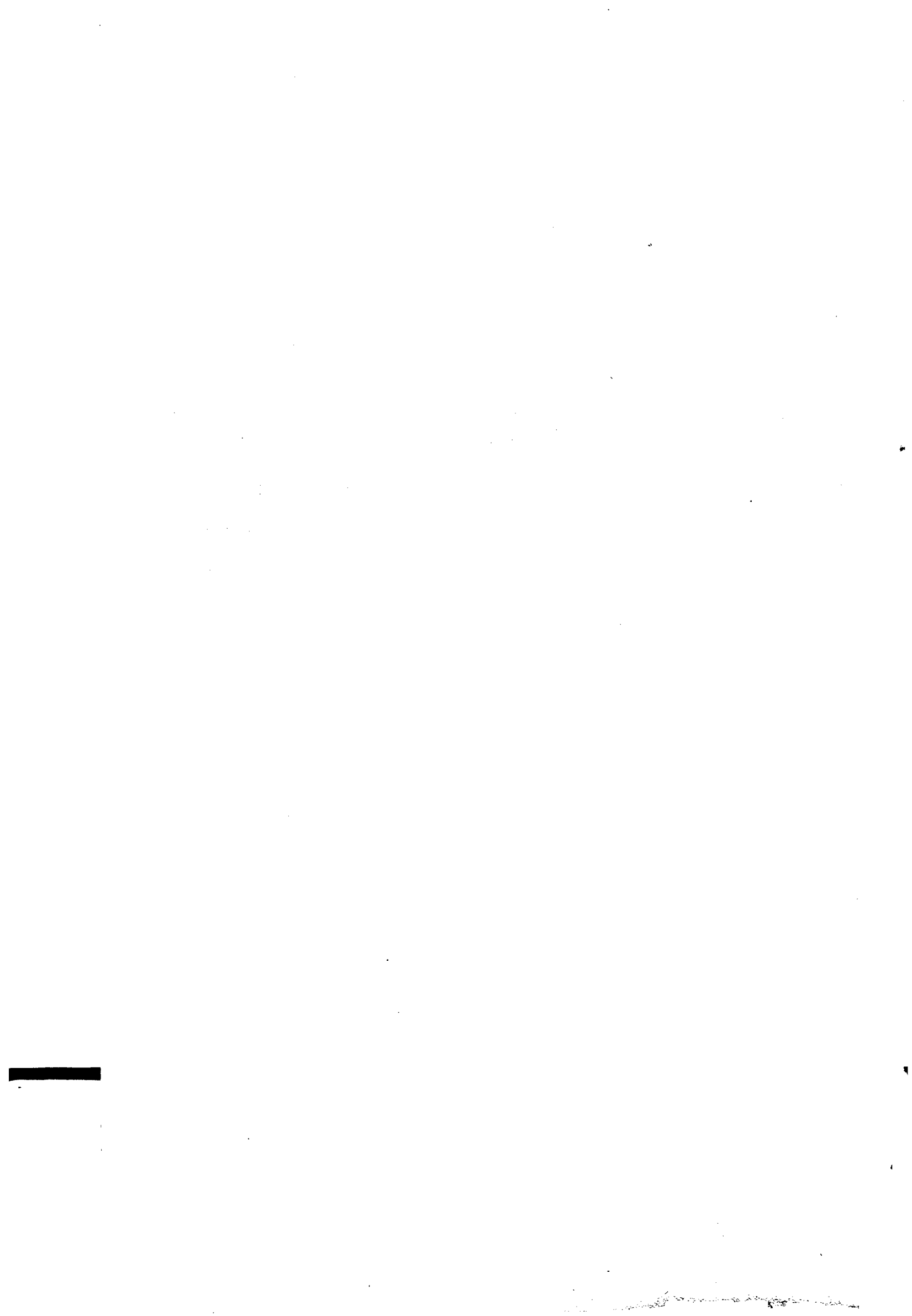




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The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard and others connected with aviation.

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MIRACULOUS ESCAPES FROM BURNING AIRPLANES ✓

Within the past few weeks Selfridge Field, Mt. Clemens, Mich., had more than its share of excitement. Within the space of five days Lieuts. Frank O.D. Hunter and Laurence C. Elliott, Air Service, had the nerve-racking experience of piloting planes which had caught fire in the air. Lieut. Hunter chose the parachute as his method of descent to the ground. Once before he had saved his life in that manner, so that he now shares with Lieut. Lindberg the distinction of twice saving his life through the use of the parachute. Lieut. Elliott stuck to his ship and with one hand on the ring of the parachute rip cord and the other on his control stick he glided down to the ice of Lake St. Clair, the ship landing smoothly, rolling forward a short distance and then ground-looping. Neither of the officers was seriously injured, save that the flames singed off Lieut. Hunter's mustache and one of Lieut. Elliott's eyebrows, and scorched his face.

The stories of the thrilling experience of the above named officers, as told by Technical Sergeant X. L. Horn, Air Service, are as follows:

Lieut. Hunter

"It never rains but it pours, goes an old saw, and the sage who said it, to use the parlance of the day, said a mouthful. And here in the Air Service, where men nonchalantly ply at one of the most hazardous occupations in the world, it is no dream! But even here life is sweet and no man is willing to give his life to quixotic chance, for ships will come and ships will go but a pilot likes to linger.

On February 22nd last the First Pursuit Group lost a type PW-8 pursuit plane when Lieut. Luther S. Smith was forced to try for a landing with one of his skis upside down on the hub, and last Friday, March 5th, it lost a new P-1 pursuit plane and Lieut. Hunter, pilot, lost his mustache. The water, ice and mud of Lake St. Clair claimed the P-1, but Lieut. Hunter's mustache went up in smoke.

Lieut. Hunter was forced to jump from his ship when it burst into flames just as he had joined the early morning formation. His parachute opened immediately, and he landed on the ice about 500 feet from where his plane had spun into the lake at an angle of about 45 degrees, the engine going through 18 inches of ice and into three feet of water and mud. Plane burst into flames at about 300 feet altitude, but Lieut. Hunter jumped from between five and six hundred feet. The fire was due to the piston of number three cylinder becoming disintegrated and allowing top end of connecting rod to break loose which tore the cylinder walls and water jacket from bottom to top. This in turn caused the connecting rod on the opposite side to break three inches from its lower end, which in turn broke the crank case and gasoline line between the two carburetors. This sprayed the engine and cowling with gasoline, which ignited from a flash in front of the fire wall. The plane was an absolute 'washout' and the engine broken beyond repair.

Lieut. Hunter was back at post headquarters, minus his mustache, almost before anyone, except the pilots in formation, knew anything about his escape. When interviewed in his office the same afternoon (Lieut. Hunter is Post Operations Officer) he stated emphatically that 'there was nothing to it'. But then he has official credit for eight enemy aircraft during the World War and has another jump to his credit under very similar circumstances. This previous jump occurred at McCook Field, Dayton, Ohio, while Lieut. Hunter was flight-testing one of the first type P-1 pursuit planes received by the Air Service. Lieut. Hunter lost control of the plane and jumped when, during a 'stunt', the entire adjustable stabilizer broke away from the fuselage. So perhaps these things do not mean a great deal to him - just a matter of routine. But, O Boy! What routine!

'About eight thirty,' said Lieut. Hunter, 'I took off to join the regular daily formation which was already in the air just east of the field. I climbed

to about 1500 feet and had just dived into place in my element when I noticed smoke pouring from beneath the engine cowling. I immediately fell out of the formation and put my plane in a dive for the ground. As I started my dive the increased speed of my ship through the air forced the fire and smoke up into the cockpit, burning my face and clothing and clouding my goggles so that I could not see. My plane was on fire and I couldn't see. There was nothing to it, for a blind man has no place in the air, so I just unbuckled my safety belt and plunged head down over the side of the cockpit. I don't think I had over six hundred feet altitude at the time, at least I know my jump was no record. Still it doesn't matter, for my chute opened immediately and I floated serenely down through the cold clear air while I watched my flaming plane spin downward and bury itself in Lake St. Clair. The ice was smooth and I landed pretty hard, skidding along for a few feet until I got the chute out of the wind. About five hundred feet to the east I saw what was left of my plane - a part of the tail sticking out of a great ragged hole in the ice where the engine had broken through.'

'But, didn't you have any unusual emotions when you found out that your ship was on fire?' he was asked. 'Isn't there any reaction now?'

Lieut. Hunter was painfully polite but his reply was brusque and left nothing to be desired. 'No,' he said, and then added, like a teacher trying to bring understanding to a dull child, 'you see, my plane was on fire, the cockpit was full of fire and smoke, my face was burned and I couldn't see.' A clerk handed him some papers and with 'There was nothing to it, had to jump, that's all,' he went to work.

A rather bare and uninteresting way of telling you how near a man was to death. No mad heroic fight for life against overwhelming odds to bring tears to your eyes and a lump to your throat. Lieut. Hunter evidently is a fatalist and like many others, believes his earthly span is drawn and that his final destination has been called. No reason to go wild over that! When the time comes he goes, that's all. Quite an easy way to take things and probably true, but how many of us with our feet on the ground take our existence, or should I say its termination, so philosophically?"

Lieut. Elliott

"Standing erect in the cockpit of his flaming plane, one hand on the rip cord of his parachute, the other on the control stick holding the plane in a gentle glide, with flames licking greedily at his boots, his face badly burned, Lieut. Laurence C. Elliott, a member of the First Pursuit Group, Air Service, at Selfridge Field, Mich., landed his fast pursuit plane on the ice of Lake St. Clair, and with the exception of one eyebrow and a pair of new fur lined flying boots, escaped uninjured.

Lieut. Elliott is in his early twenties - slender, of pleasant disposition (his brother officers call him Elsie) and unassuming. The winds, rain, snow and ice of some 500 flying hours have not erased the bloom of youth from his cheeks. He accepts his escape as a matter of course; there is nothing bombastic about him. He did the best he could, and if that best was considerable he expects no reward.

How fast does a human brain work? It is said that whole lives, long lives and full ones are pictured in a few seconds before death. Fast as lightning, perhaps; faster even - who knows? But let Lieut. Elliott tell you how fast his brain worked in the few seconds it took to get his burning plane down to the safety of the ice.

'Tuesday, March 9th, while we were flying the regular morning formation at about 1500 feet altitude, the engine of my plane, a type PW-3, burst into flames when we were over Lake St. Clair just east of the field. Before I could move, flames had enveloped the cockpit burning the fur from my flying boots and scorching my face. I tried to unfasten my safety belt so that I could stand up, but my fingers wouldn't bend and it seemed hours of exquisite agony before I felt the belt loosen and I got my head out of the flames.

'Funny how even in moments like this that we recognize things other than our immediate peril. All during my efforts to loosen the belt I caught the odor of the burning fur of my boots, and even yet I remember how startled I was when my eyebrow suddenly blazed like a pinch of gunpowder.

'Unconsciously, instinctively I suppose, I managed during this time to throttle the engine. This decreased the flow of gas and was the best I could do, since I could not get my head down into the blazing cockpit far enough to entirely close the gas valve. I had also put the ship in a gentle glide

toward the field and I remember now that I had the fingers of my left hand tightly clasped around the ring attached to the rip cord of my chute. I must have done all of these things without ordered thought, for it seems impossible that the human mind could diagnose such a situation and convey to the body all these things during that very small part of a second it took me to do them.

'I noticed looking down that if I continued my glide I'd just about land on top of some of the buildings, for I didn't have enough altitude to make the landing field and couldn't afford to encourage the blaze by accelerating my engine sufficiently to keep the nose up and carry the plane over the hangars. I wanted to save the ship and incidentally myself and the thought came to me that "this would be a hell of a place to crack up" and "guess I'll try to get down on the ice." I almost laughed then when, for no reason at all, I remembered the dilemma of the boy who stood on the burning deck, although I assure you that peanuts were farthest from my thoughts.

'Time passes so swiftly sometimes that we cannot reckon its flight. Again, it often drags its lingering length across our consciousness while we die of agonizing torture. My ship, capable of 160 miles an hour, seemed to be suspended motionless on invisible threads. Sharp tongues of brilliantly colored fire darted upward past my eyes to lose themselves in the cold clear air of the morning. I must have counted a million! From my precarious position I picked out all the old familiar buildings of the field, even remembering their use - Headquarters, the Aero Repair, and I wondered if I would have lunch as usual at the Club. The sky, cloudless and serene, fascinated me, it looked so peaceful. And then after endless hours of reminiscing I saw the ice slowly coming up to meet me.

'I don't know that I breathed any easier, for smoke and fire were still pouring from the cockpit but I do know that that ice looked mighty, mighty good to me then. My mind was perfectly clear, painfully so, for I realized that I had to make a good landing or come out on the loser's end after all. I forced my cramped fingers from the ring of my chute and clasped them tightly around the edge of the cockpit, although I fail to see now where that would have helped me any had I crashed. The ship landed smoothly, rolled forward a short distance, ground looped and stopped. I reached for the pyrene, jumped out of the cockpit and had the blaze pretty well under control when the ambulance came puffing up on both its cylinders and two excited and eager mechanics armed with pyrene gave me their moral, physical and vocal support until the fire was extinguished. That's all except that I've got to raise a new eyebrow and buy another pair of fur lined flying boots.'

Lieut. Elliott's escape considering the extent of the fire, was miraculous. When the ship had been taken to the repair shop an inspection showed that the fire had been so intense as to melt the aluminum cowling supports between the cockpit and the engine. Practically all of the insulation had been burned from the ignition wires and the top and side coverings, made of aluminum, just back of the engine, were melted and warped and broken away from their fastening.

Unless Lieut. Elliott had jumped he would probably now be another addition to Saint Peter's already large family of intrepid flyers but for the fact that his ship was constructed of tubular steel instead of wood, as in the older and now obsolete types. Had the fuselage of his ship been made of wood it would no doubt have gone down to the ice and oblivion, in far less time than it takes to tell, a flaming funeral pyre."

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STUDENT'S FRANKLINE FROM ADVANCED FLYING SCHOOL

A total of 43 students graduated March 13th from the Air Service Advanced Flying School, Kelly Field, San Antonio, Texas. As part of their graduation exercises, these students (29 pilots and 14 Observers) circled about the field in 33 planes and passed in review before commanding officers. Following an address on the future of the Air Service by Colonel Herbert A. White, Judge Advocate of the 8th Corps Area, the graduates were presented their diplomas and wings by Lieut.-Colonel C.C. Culver, Commandant of the Air Service Advanced Flying School. Eighteen flying cadets and two enlisted men in the Group were given Reserve Commissions by Brigadier General Paul B. Malone, Commander of the 2nd Division. The reviewing party included General Malone, Brigadier General H.B. Fiske, Commander of the 4th Brigade; Brigadier General McCoy, Commanding 2nd Field Artillery Brigade; Major G.M. Dowell, Executive of the 3rd Infantry

Brigade; Colonel H.A. White; Lieut.-Col. C.C. Culver, and Major Andrews, Assistant Commandant of the Advanced Flying School.

The roster of graduating students follows:

Pilots - 1st Lieut. Ralph Francis Stearley (Cav.), 2nd Lieuts. Herbert William Anderson (C.A.C.) Arthur LeRoy Bump, Jr.; William L. Cornelius (F.A.), Raymond E. Culbertson (F.A.), Donald F. Fritch (F.A.), Leonard H. Rodieck, Howard M. Turner, Flying Cadets Durand C. Bazire, Donald W. Benner, Harry P. Bissell, Henry W. Dorr, Wentworth Coss, Joseph G. Hopkins, Leland S. Jamieson, John N. Jones, Irving A. Mast, Clyde R. Parkwell, Richard D. Reeve, Robert B. Rolando, Russell Scott, Joseph C. Soper, John B. Taylor, Donald C. Walbridge, William B. Wheatley, Harold B. Wilson, Technical Sergeant Alva L. Harvey, and Staff Sergeant Richard E. Cobb.

Special Observation - Captains Robert J. Archibald, James R. Davis, and 1st Lieut. Joe N. Smith (Marine Corps); Captains Wm. O. Butler, George S. Warren, 1st Lieuts. Walter D. Buie, Orin J. Bushey, Walter T. Meyer, 2nd Lieuts. Howard G. Davidson, Lester M. Rouch, Robert R. Selway, Jr., and Otto Wienecke, Air Service.

Special Attack - Captains Francis P. Mulcahy, Russell A. Presley and 1st Lieut. William L. McKittrick (Marine Corps).

In the advanced training class, starting March 15th, approximately 90 students from the Primary Flying School at Brooks Field, are expected to take the course.

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PHASES OF LIFE IN THE PHILIPPINE ISLANDS ✓

From time to time the Philippine Correspondent for the NEWS LETTER, Lieut. Samuel P. Mills, Camp Nichols, receives requests from various readers for articles dealing with phases of life in the Islands. Several who contemplate serving in the Philippines have asked about uniforms used here, need for an automobile, opportunities for saving money, spending to advantage, medical attention, travel and many other things. Some who have already served here want to know if Camp Nichols is any safer field from which to fly, what new landing fields have been opened up, if the Santa Ana Cabaret is playing to a full house or how the Retreat parades on Wednesday afternoons are progressing. One reader requests that articles be written containing many Filipino and Spanish names, as "they are music to our ears now that we are back home". A series of articles dealing with these subjects will be written for this publication. They naturally will not be interesting in their entirety to everyone, but it is hoped that in each one may glean some little information of value or of interest. The first follows:

No. 1 -- From 'Frisco to Manila

After a usually pleasant voyage of about one week from 'Frisco, the "Grayhound of the Pacific" stops in Honolulu Harbor for a period of 24 to 36 hours. Liberal shore leave is granted the officers and men at this time. Those serving in Hawaii have certainly held up the world renowned reputation for true hospitality of these beautiful Islands. The Air Service families are out in force to greet you and before one scarcely realizes it he or she has many laies (garlands) of beautiful Hawaiian flowers hung about the neck and is riding in a modern car upon modern roads through large fields of sugar cane toward Luke Field on Ford Island, Pearl Harbor. The scenery is magnificent and the air has a balmy freshness which captivates one completely. In all probability, the good Host and Hostess amid these wonderful surroundings will tell of Hawaii in so entrancing and almost musical a manner that one feels momentarily that the mistake of one's career has been made in requesting Philippine service instead of that at the cross roads of the Pacific. The hours simply fly and the end of the dream comes all too soon in spite of the fact that many places of interest have been visited. You will have stood at the "Palle" and surveyed a world of beauty spread out before and below you with a limitless jade colored sea extending beyond and separated from the land by a line of white where the waves break over a coral reef on to a sandy beach. Perhaps you will have visited the Museum and seen the famous coat of feathers or the aquarium and seen undreamed-of beauty in the world of fish life or perhaps you have ridden the surf at Waikiki and danced at the Moana hotel. At any rate the departure from Hawaii will come as a shock so quickly have the hours slipped past. The first touch of something akin to home sickness may be felt deep within one's self as the paper streamers binding the ship to the dock are broken. At this instant one throws his garlands (or laies) toward the dock in solemn promise "Hawaii - I will return to you though years may stretch their weary length between" The Hawaiian music grows fainter and fainter, Diamond Head

begins to recede and soon distance has obliterated all but the mountainous skyline of the out-post Isles. The Bombers, T.M.'s and DH's have now turned back and the compass shows that all's set for the long hop to Guam and Manila.

Nearly two weeks will now pass without sight of land and probably without seeing a ship. A while or two on a South Sea Island cruise will probably break the monotony of an endless sea now and then. Good board, the daily radio news, games, playing with the kiddies, dancing to the music of a recruited orchestra, watching boxing and wrestling matches and hunting for the Southern cross will drive dull cares away. A favorite pastime is to make a pool, winner take all, wagering on the number of miles the ship will travel the following day. This distance is measured by a calibrated propeller dragged behind the ship. 350 miles would be a very good day's run. For maximum comfort a breeze should be blowing from the front and side toward your own state room. By this time you should be in the good graces of "George" the bath steward who will check up quite carefully on your bath. He is in complete control of this function and is manifestly disappointed when one omits his bath two days in succession. In fact his little note book will show to-day the exact bath history of all members of all officers' families enroute to and from the Islands during the past 13 years.

Some morning about fourteen days out of Hawaii you will peep out of your port hole and note a heavily wooded Island with tropical vegetation still dripping with the heavy dew. As you approach, brilliant shafts of light will be seen reaching upward from beyond the immense wireless masts. The harbor with a few naval craft lies in the fore ground to the right of a long treacherous coral reef over which the breakers are clearly seen. At last has Guam been reached, land where the Filipino irreconcilables have been imprisoned and the land which one well-known Congressman states "should be given away if any one could be found who'd take it". With its wireless equipment, good harbor and cable connections, we know of several who will accept it any time. A few bags of mail and a little freight are unloaded and an officer or two exchanged while the majority throw food stuffs over board and watch for sharks.

About sailing time two new rumors are likely to spring up - one dealing with your probable location in the Islands - and the other with the probability of a typhoon. As the sea is still calm the former claims all attention and soon real radio news is received. In the Air Service one finds that he is to go to Camp Nichols near Manila, Clark Field, near Camp Stotsenburg or Kindley Field at Fort Mills on Corregidor Island. After thorough discussion of this introduction to the workings of the Philippine Department and properly registering surprise, delight or grief one then settles down to four days sail and the talk of typhoons. A life preserver drill at this time lends interest to the discussion. It is said that 86% of all the typhoons originating in the North Pacific ocean are born within 500 miles of Guam Island - move Westward ever increasing in intensity until they reach the Philippines, then turn Northwest to the coast of China and thence along the coast of Japan dissipating themselves in the North Pacific a few hundred miles off shore. As a rule from May 1st to October 1st they are most frequent. You see, Guam has the three conditions necessary for the origin of healthy typhoons. They are: (1) That the air is stagnant and quiet; (2) That it is over-heated; (3) That it is heavily moisture laden. Well, the chances are that you will not meet one. If you do the chances are that you will steer away from its center. If you do get caught in one the chances are that a little rough weather is all you'll notice. At any rate, there's not the slightest need of worry. Just tie the kiddies to something and don't over-eat even though the bill of fare now contains rabbit pie and tropical fruits from the wilds of Guam.

Impressive sights usually come in the early morning so about dawn of the 4th day from Guam look through the port-hole on the right hand side of the ship and you will see a truly "picture-book mountain", Mt. Mayon, the world's most perfect volcano towers, 9000 feet, silently guarding the ruins of a city of its own destruction and the new and thriving city of Legaspi. You are now in the Philippines! San Bernardino Strait has been passed through and you find yourself in a fairy land of tropical Islands with luxuriant vegetation and set in a magic sea - almost the equal of the famous inland sea of Japan. Schools of porpoise can now be seen catapulting themselves into the morning sunshine. Other schools of small flying fish are gliding from wave to wave. The lonesomeness of the Broad Pacific is gone. Signs of life everywhere bid you welcome to the Orient! - the Eastern doorway to Asia! - the symbol of American prestige in the Pacific! It is a grand moment - the supreme one of the trip. All day long you travel through the Archipelago, passing Samar, Masbate, Ticao, Burias, Marinduque, Mindoro and Lubang Islands, each with its

mountainous skyline reminding one of former volcanic days.

Local interisland steamers may now be seen from time to time as well as native fishing boats. Occasionally one may observe through binoculars a native or Nipa village on the shore of some Island. It is as real as any South Sea Island movie setting could possibly be and fills one with curiosity and pleasure over his new assignment. It is in the Verde Island Passage where an aerial "attack" of welcome may be staged. Sometimes the Bombers and DH's come so close that you may recognize your friends in them. Art Liggett or Mark Redman will likely radio greetings down while "Del" Dunton will swoop low and drop messages. In a few minutes these aerial visitors will have turned North over the crater of Taal Volcano and a tropical sun will sink in splendid magnificence into the China Sea. Upon this day one will notice the short period of twilight between sunset and darkness. The twinkling lights of "flasher" light houses can now be seen marking Northern Mindoro and Lubang Islands on the left and promontories of Luzon on the right. Possibly it will be midnight when you slide through the passage by Corregidor in the same path that Admiral Dewey followed on that memorable night of May 1, 1898, and possibly you will see the clear line of lights along Manila's water front before you sleep. At any rate, morning will find you facing an extensive low-lying city with modern docking facilities, an excellent breakwater and an amount of naval and commercial shipping which would do credit to a city of much larger numbers.

As your transport draws up to the dock inspiring music from the 31st Infantry band will greet you - then your friends overjoyed at your arrival will try to be the first to rush up the gang plank to welcome you. The ladies will all "look like a million dollars" in their cool Filipino embroidered voile and organdie dresses or striped ones of Fuji silk. Their white shoes and Filipino hats and their many colored Japanese parasols complete a most alluring picture. And now the men - not to be outdone, appear in freshly laundered and starched Hongkong Khaki with the Department Sea Lion insignia or that of the carabao on the left shoulder, indicating the Philippine Division. Some will appear in the spotless white uniforms of off duty hours. Every one is happy to see a new transport and its passengers.

Each Air Service family need not worry about the immediate future, for each will be the guest of a family here until they have secured quarters or made other arrangements. It is a pleasure to have a family visit and oft-times there are not enough arriving families to go around. One can always depend upon being entertained on arrival in Manila. For transportation about Manila, Overland and Chevrolet cars may be hired at one dollar per hour. A good street car service as well as many native carromatas (pony and two-wheeled wagon) are available at reasonable rates.

As soon as your baggage is on the dock the Philippine Customs officials will examine it looking especially keenly for firearms. They must be inspected and record made of each piece. The Quartermaster will then deliver your baggage wherever you desire it. Probably the first thing an officer should do is to place an order for a mess jacket and trousers (evening dress trousers will do) to use at your first "transport hop" or farewell and welcome party the night before the transport sails. In addition six pairs of Hongkong breeches, 6 shirts, 2 blouses, 2 white uniforms complete with shoes and 2 white civilian suits will be necessary at once. The cost of these items will be about \$80.00. An Army olive drab cap is as rare as a snowstorm in Manila, the campaign hat being universally used. For your first few days at least make yourself take it easy. After that you will anyway.

Your dollars should now be converted into Philippine Pesos and centavos. The value will be two pesos for each dollar. The centavos correspond to our cents, there being 100 in each peso. Silver pieces are 1 peso, 50, 20 and 10 centavos, nickel in 5 centavos and copper 1 centavo. 1, 2, 5, 10, 20, 50 and 100 peso bills are used. Most people do not carry large amounts of cash but use either a check book or the famous "Chit system". The "Chit" is a small innocent looking slip of paper upon which one places his signature as a promise to pay later. It is an "I.O.U." pure and simple and is sometimes referred to as "the curse of the Orient". It is so easy to purchase anything from a suit of clothes to a drink of real beer with a chit that one does so automatically. Even one's wife may do this unintentionally too frequently. And then comes the end of the month, the day of "chit reckoning" when the chit totals oft-times far exceed one's most pessimistic estimate.

By this time you are now comfortably settled in your hostess' home giving them the latest "dope" from U.S.A., Washington, and all Air Service activities. Then you will listen inventively to stories of the Provinces, the Philippine Independence, the "Savvy Nifties" latest stuff, and a score of other close and interesting questions. Possibly you are too tired to participate in Manila's night life or possibly you will try it out your first night. When you do retire to a spotless white bed it will be necessary to carefully adjust a mosquito net. We are told that the female mosquito may transmit malaria or Dengue fever in rare instances. Each type of insect has some particular marking but it is best to keep them all out, so you drive out the last one before sleeping. One mosquito makes a world of difference. The question of fever and malaria does not seem so serious about Manila as in years past and need cause little alarm when reasonable precautions are taken.

Article No. 2 will be entitled "Seeing Manila" and will sketch certain phases of Manila's daily and nightly life.

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BREAKING THE ICE JAM IN THE SUSQUEHANNA RIVER ✓

The efforts of two Army airmen to loosen the ice jams in the Susquehanna River near Havre De Grace, Md., averted a flood. The ice was jammed near the bridge at that point, preventing the escape of water coming down from up the river. Due to the proximity of the bridges, great care had to be exercised in order to prevent damage being done to them. Lieut. C.F. Pond, pilot, and Technical Sgt. Newo, Bomber, from Phillips Field, Aberdeen Proving Grounds, Md., took off February 26th in a D-15 biplane, and when they reached the scene of the ice jam dropped two 100-lb demolition bombs, each of which made a crater in the ice approximately sixty feet in diameter. Shortly after the bombs were dropped the ice commenced to move, opening the channel.

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DESPATCHING SMALLPOX SERUM BY AIRPLANE IN EMERGENCY ✓

In response to an urgent request for delivery of smallpox serum to the town of Winchester, in East Texas, where delivery could not otherwise have been made for a day or two, 1st Lieut. James E. Duke, Jr., Air Service, of the San Antonio Air Intermediate Depot, carried a quantity of this serum by plane on February 25th to relieve the situation. Owing to the fact that there was no landing field at Winchester, the serum, which had been packed with great care in anticipation of this condition, was dropped from the plane and received without injury by the medical authorities of that town. The trip there and return was made in 2 hours and 25 minutes.

"Another proof," says the News Letter Correspondent, "of the value of the airplane in time of peace as well as in war -- no wonder the people of the country are strong for the Air Service!"

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PARACHUTE REPAIR UNIT AT SAN ANTONIO DEPOT ✓

The organization and establishment of the recently authorized Parachute Repair Unit in the Engineering Department at the San Antonio Air Intermediate Depot is proceeding with reasonable dispatch, though all the material therefor has not yet arrived. Mr. John V. Mumma, civilian parachute mechanic, arrived from the Fairfield Air Intermediate Depot for temporary duty at the Depot in connection with this installation. Mr. Albert H. Otterpohl, of the San Antonio Depot, is now on temporary duty with the Parachute Department of the Fairfield Depot, receiving special instruction in all phases of parachute maintenance work, and upon completion of his duty there will return to take charge of the Parachute Department.

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DEATH OF LIEUT. FRANKLIN M. SEWARD

Lieut. Franklin M. Seward crashed near Guifford, Ill., on February 20th while flying the scheduled airways from Phillips Field, Aberdeen Proving Grounds,

Md. The accident happened at 12:50 P.M. Lieut. Seward was flying at about 600 feet when he ran out of gas in the main tank. In attempting to turn on the reserve tank he momentarily lost control of his plane, falling into a flat spin from which he did not recover. Death occurred at 2:45 P.M. He is survived by his wife and parents, the latter living at Ridgely, Md.

The funeral was held at Ridgely on February 25th, all of the commissioned personnel of the 49th Bombardment Squadron and a special escort, composed in the most part of non-commissioned officers who had served under Lieut. Seward, attending the funeral which was held with full military honors. As the casket reached its last resting place, three volleys were fired followed by the solemn notes of Taps.

Lieut. Seward was one of the most popular officers at Phillips Field. His sudden death came as a shock to all who knew him, and the sympathy of the entire Air Service is extended to his family in their recent loss.

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AERIAL PHOTOGRAPHY IN THE PHILIPPINES ✓

The dry season in the Philippine Islands is the busy season for aerial photography. Clear skies afford opportunities to clean up the many jobs which have accumulated during the wet season and also to lay in a new stock of mosaic and pictorial negatives to work on during the next wet season. The Islands are by no means lacking in natural scenery, and an hour's flight in any direction affords many beautiful and interesting subjects for the aerial camera. Aside from the peace-time functions, the 6th Photo Section has been actively engaged in the "War" which has been raging in the Islands for the past two months. This "War" - staged annually by the Philippine Department - required that the Photo Section be constantly on the alert, and hardly a day passed but that one or more missions were creditably accomplished. As usual the aerial photographs themselves sold aerial photography, and from orders for more oblique pictures of enemy positions, General Headquarters soon learned to order aerial surveys of artillery base line, lines of communication and, for one maneuver of particular importance, an assembled mosaic of the entire theatre of operations. These missions were all accomplished under simulated war conditions, regardless of weather and regardless of sleep. It was good experience, however, and of great benefit to the Section. Some good speed records were made, the average time taken to drop finished pictures on Headquarters being 30 minutes from the time camera was snapped.

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AN ECHO OF THE WORLD FLIGHT ✓

The News Letter Correspondent from the Philippines, commenting on the book "The First World Flight", that thrilling narrative lived by our world flyers and related by them to Lowell Thomas, who in turn has presented it to the world, states: "When reading this book one, especially if he is familiar at all with aeronautics, lives vividly each stage of the flight and shares in the glory and pleasure found at each stop. This authorized account clears up many points which the newspaper accounts at the time necessarily left a bit hazy. Possibly the most outstanding impression left upon the reader's mind is that of the absolute faithfulness to duty of these world flyers in caring for their machines at the expense of oft-times of visiting regions of great interest and of being lionized by royalty. Never once did they lose sight of the final object to be attained amid the honor and glory heaped upon them. Some readers may be a bit disappointed in lack of technical details, but it should be remembered that the narrative was written for the average American reader and not for the Air Service in particular.

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ITALIAN ENTRIES IN SCHNEIDER CUP RACE ✓

The National Aeronautic Association announces that it has received a radiogram from the Aero Club of Italy, officially entering three seaplanes in the Schneider Cup Race, which is to be held under the auspices of the National Aeronautic Association at Norfolk, Va., during the week of October 24, 1926.

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AIR SERVICE ENTRIES IN THE NATIONAL ELIMINATION BALLOON RACE

The following will constitute the Army Air Service teams in the National Elimination Balloon Race, starting from Little Rock, Arkansas, on April 29th next:

Team No. 1, Phillips Field, Md. 1st Lieut. James F. Powell, Pilot; 2nd Lieut. James F. Early, Aide.

Team No. 2, Langley Field, Va. - 1st Lieut. William A. Gray, pilot; 2nd Lieut. Rowland Kieburtz, aide.

Team No. 3, Scott Field, Ill. - Captain Hawthorne C. Gray, pilot; Lieut. Douglas Johnston, Aide.

Team No. 4 - Captain Laurence F. Stone, Pilot, McCook Field, Dayton, O.; Captain Guy R. Catman, AS-ORC, Aide, St. Joseph, Mo.

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CAPTAIN HEISEN ASSUMES COMMAND OF BOSTON AIRPORT

Captain Horace M. Heisen, who has been in command of the Air Service Tactical School (Detachment) for the past four years, left Langley Field recently for Boston, Mass., to assume command of the Boston Airport. Prior to his departure the Detachment gave Captain Heisen a farewell dinner, and among the officers present were Majors Westover, Commandant of the Air Service Tactical School; Major Naiden, Assistant Commandant; Captain Cook and Lieut. Austin, Instructors, and Lieut. McKiernan, Engineering Officer of the A.S.T.S. The A.S.T.S. (Detachment) regrets very much to lose Captain Heisen, as he was considered a most capable Detachment Commander and very much liked by both officers and enlisted personnel.

1st Lieut. Edwin J. House assumed command of the Detachment upon the relief of Captain Heisen.

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METEOROLOGICAL BROADCASTING SCHEDULES

The following letter on the subject of weather broadcasts for the Model Airways was forwarded to the Chief Signal Officer on March 4th, and returned by his office by Indorsement, stating that the schedules are satisfactory to the Signal Corps and will become operative beginning April 1st at the meteorological stations concerned:

1. Experience of the past several months has taught that the early morning weather broadcasts for the Model Airway are too late, particularly for the eastern stations, and that a new system should be devised which permits earlier broadcasting and a changing schedule to meet the changing hours of daylight.

2. In studying this question it is assumed that no meteorological observations can be taken with accuracy before sunup. Efficiency demands that flying start as early thereafter as possible, particularly in winter months. It has been found that it takes about an hour and fifteen minutes to gather the data at the various fields, transmit it to the control station, broadcast it, and get it on the bulletin boards in the Operations Office.

3. It is believed that broadcasts should be uniform; that is to say, the collection of data should start at the same time in both eastern and western nets. In view of the fact that this cannot be done efficiently before sunup, in the future these broadcasts should be controlled by clock time at Fairfield. Sunrise at Fairfield is approximately a half hour later than at Bolling Field. Sunrise at Fairfield on January 1st, the latest time, is approximately 7:00 o'clock. Allowing an hour and fifteen minutes, this means that at Bolling Field reports are not published until 9:15 A.M., much too late in view of the shortened days. This necessitates some kind of a preliminary report for the East. Based on the above it is recommended that the following schedules be inaugurated starting April 1st.

a. A preliminary, special Eastern Net report, to be rendered in clear language, to be received at Bolling Field from the following stations and broadcast when consolidated:

Mitchel Field	Phillips Field	Fort Monmouth, N.J.	
Langley Field	Cumberland	Uniontown	Langin Field

These reports to be started at those stations as follows:

During December, January and February	7:00 A.M. Eastern Standard Time
During March, April, October and November	6:30 A.M. Eastern Standard Time
During May, June, July, August and September	5:45 A.M. Eastern Standard Time

Reports to be submitted as stated, in clear language, to consist of three words to show:

(1) Visibility (2) Condition of landing field (3) General flying conditions.

Each of these three reports to be subdivided as follows:

1 - Visibility: Excellent - Fair - Poor.

2 - Condition of landing field: Satisfactory - Soft - Dangerous - Unusable.

3 - General flying conditions: Excellent - Fair - Poor - Dangerous.

Note: Under (3) immediate weather will be considered as well as probable apparent conditions for an hour or two after the report. This to include approaching storms, or any other visible weather condition which might influence flying to or from the station. For instance, this report could be rendered under (3) - "Fair-rain storm to the East", "Poor-possible clearing later".

Messages to be sent will contain a grouping of three words, with amplification under three if desired, in sequence under the above grouping and subdivisions. This procedure to consume 45 minutes from the time observations are taken until they are posted on the bulletin boards at all stations. They will be ground observations only.

b. First general broadcast to be made at times shown below. Observations at all stations in both the Eastern and Western nets to begin simultaneously as follows:

December, January and February	6:45 Central Standard Time
March, April, October and November	6:15 Central Standard Time
May, June, July, August and September	5:30 Central Standard Time

Broadcast to be made as now prescribed. Data to be transmitted in code. Complete meteorological observations including upper-air observations to be made. Data will be gathered and transmitted to Bolling Field as is now the custom, either directly or by relay through Fairfield or Langin Field, and broadcast from Bolling as soon as consolidated.

c. Second General Broadcast similar to the one above, observations for which are to start at 11:00 o'clock Central Standard Time."

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STUDENTS GRADUATE FROM PRIMARY FLYING SCHOOL

Thirty students attending the Air Service Primary Flying School at Brooks Field, San Antonio, Texas, successfully completed the course and reported to the Advanced Flying School at Kelly Field, Texas, on March 8th. These comprised 24 cadets and the following officers: Captain E.F. Sorenson, 2nd Lieuts. E.S. Emerson, B.F. Pursue, R. W. Harper (Inf) F.W. Timberlake (P.A.) and Lieut. C.B. Bertucci, Argentine Navy. The remainder of the September class was graduated on March 12th and reported to the Advanced School on the 15th.

At the start of the flying training last September the class consisted of 73 regular officers; 20 Reserve officers, 14 National Guard officers, 2 foreign officers and 136 flying cadets, making a total of 245. Of this number 119 were graduated, 119 were eliminated, and 7 were held over, due to illness during the course. The graduates were divided as follows: Regular officers, 35; Reserve officers, 13; National Guard officers, 10; foreign officer, 1; flying cadets, 57. There are three regular officers and 4 flying cadets held over for more training.

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FAIRFIELD REPAIR SHOPS RISE, PHOENIX-LIKE, FROM THE ASHES

On February 8th last the Fairfield Air Intermediate Depot was visited by the most disastrous fire in its history, which burned the Dope House and Paint Shop, the Engine Repair Shop, and a group of smaller buildings, including the Oil Reclamation House, the Dry Kiln, the Producer Gas House and the Air Compressor. All other buildings were saved; however, one side of the Machine Shop was scorched and the windows were broken.

Before the ashes had cooled, carpenters began to replace the broken windows in the Machine Shop; and before the day was over, the Machine Shop was completely repaired; new siding had been put on, new windows were put in place, and about one fourth of the roof was replaced. The Machine Shop which had narrowly

escaped destruction, was thus protected from further damage by rain or wind.

On the same afternoon, all airplanes, engines and engine spare parts, and all other property that had been removed from the burning buildings, were safely stored in warehouses and hangars.

Attention was then given to the selection of a suitable location for an engine repair shop and a dope house. The most suitable place proved to be a sheet-metal building commonly known as the "green hanger".

After the decision had been made, no time was lost in putting the building in shape. One corner was made into a dope house, ample ventilating capacity being provided by a series of high velocity fans. The rest of the building was transformed, at small expense, into a modern shop, well-lighted and conveniently arranged. Mistakes in former lay-outs were avoided; and the mechanics who have been at the Depot for the past five years or more were much pleased with the new location.

It was necessary to build and equip an entirely new stock room and tool room. There was no time to remove all of the spare parts from the old building at the time of the fire; and while the loss on spare parts amounted to a goodly sum, a large percentage of these parts were "repairable" parts which had been turned into stock from salvaging operations, and awaited reworking before they could be used again.

The new stock of engine spares, for Wright, Liberty, and Curtiss D-12 engines was obtained from the stock on hand at the Fairfield Supply Depot. Very few parts had to be requisitioned from other Depots. Every energy was bent toward replenishing the stock, and putting it into the bins before it should be called for. Complete new sets of spare parts were on the shelves on the day when engine overhaul was resumed.

In addition to spare parts and tools, several machines were required. Most of these were located at the Depot, but it was necessary to buy a few special tools.

Some of the woodworkers from the Aero Repair built the shelving and the partitions in the "green hanger"; the sheet-metal workers contributed materially to the work of reconstruction; but, in general, the work in the Aero Repair, Machine Shop, and Final Assembly was not materially interfered with. Engine overhaul was naturally at a standstill; but airplane overhaul and repair went on as usual.

The work of reconstruction was somewhat retarded by bad weather, but the job was completed in 33 working days, all departments cooperating to the fullest extent. Engine overhaul began on March 10, and is now going forward at a lively clip.

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CHANUTE FIELD INFANTRY TRAINING SET TO PROCEED

Eleven enlisted men of Chanute Field, Rantoul, Ill., who were appointed flying cadets, left March 10th to take primary flying training at Brooks Field, Texas, viz: Staff Sgt. Leo F. Wood, Corporals Clarence W. Hudson and Louis R. McPike, Private, 1st Cl. Jack Asbury, Privates Dale L. Bennett, I. Smith, Romas, Everette E. Mashburn, George M. Sexson, Dwight V. Sinner, Orville Young and Stanley C. Robbins.

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PARACHUTE FLARE TESTING AT ABERDEEN ✓

Work at Phillips Field, Aberdeen Proving Grounds, Md., during the first two weeks in March proved to be exceptionally interesting and instructive. Parachute flare testing occupied the time of the personnel for a few days. The amount of work required in order to bring to a successful conclusion an incident of this kind is rather surprising, but the experience will prove valuable the next time a task of this nature is undertaken, especially after darkness has completely settled. In the above test it was necessary to manufacture or otherwise obtain a few items such as ground lights, etc., which henceforth will be standing equipment. One flare was dropped in the early part of the evening just before dark, in order that the drifting capacity of the parachute might be observed, and also to render assistance to a group of photographers who were on hand to witness events and snap a few pictures.

Pathe News and World Wide News were well represented in this respect. By the time the next flare was dropped, however, it was dark enough to make a light

appreciated even by the most skeptical. As luck would have it, the best kind of a night was picked, darker than night, and the flare outshone itself, lighting practically the entire field. Several good pictures were snapped, and Phillips Field personnel are patiently waiting to view same. In addition to pictures of the flares, several views of the Airship TC-5 were snapped, including one taken after dark by means of torches held by men who were placed around the ship at equal intervals, lighting up its entire surface.

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PRODUCTION WORK AT SAN ANTONIO AIR INTERMEDIATE DEPOT

During the month of February the Engineering Department of the San Antonio Air Intermediate Depot, under the direction of Lieut. Arthur W. Vanaman, Acting Engineer Officer, turned out the following airplanes and engines: Airplanes - 5 DH-4H-1, 3 DH-4H-2, 3 NBS-1, 1 TW-5 and 7 JN-3; Engines - 42 Liberty 12-A, 17 Wright-E.

Seven JN airplanes were produced for the Arkansas National Guard in February. Lieut. James L. Grisham, Air Service Instructor with the Arkansas National Guard at Little Rock, arrived at this station Feb. 24th. These planes were first ferried to Brooks Field, thence to Little Rock by Lieut. Grisham and six Brooks Field pilots, it having been contemplated to have them arrive in formation at Little Rock, where appropriate ceremonies had been arranged to receive them. Another JN is in course of production for the Arkansas National Guard, and six for the Texas National Guard.

One TW-5, turned out for the Executive Officer, Air Service Units, at Maxwell Field, was ferried from this Depot, by 1st Lieut. Charles Y. Banfill, of Brooks Field.

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SPANISH AIRMEN INSPECT U.S. AIR SERVICE ACTIVITIES

The San Antonio Air Intermediate Depot was recently visited by Captains Sartorius and Paston of the Spanish Army Air Service, who are making a tour of Air Service activities of the United States for their government. They were accompanied by Capt. Rivera, of the Bolivian Army, who is taking practical training with the 2nd Field Artillery Brigade at Fort Ben Houston, Texas. All expressed great interest in the work of the Depot. At the conclusion of their visit they were entertained at luncheon by the Commanding Officer, Major Lackland.

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IMPROVEMENTS AT MITCHELL FIELD ✓

Several improvements were recently effected at Mitchell Field, Long Island, N.Y. A handsome restaurant was erected as an annex to the Post Exchange. Meals are served all day, which is a convenience for visiting pilots as well as members of the garrison.

Principally through the efforts of Chaplain Earl Weed, who leaves shortly for station at Denver, Colo., a modern theatre was built within Warehouse No. 3, at one time a consolidated mess hall. At the time that it was turned over for use as the Enlisted Men's Club an effort was made to change the general appearance of the interior. While in its former condition it was used for a year for the semi weekly motion picture shows, it was always drafty and its barren walls presented a desolate appearance.

A simple and economical solution was to build a complete theatre of beaver board within the warehouse. With its sloping floor, opera chairs and stage, it makes an attractive theatre with nothing to suggest a warehouse.

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TEST OF RAIN MAKING AND CLOUD DISPERSING EQUIPMENT ✓

Two DeHaviland airplanes were recently flown from Phillips Field, Aberdeen Proving Grounds, Md., to Hartford, Conn., where they will be used to conduct certain experiments in rain making and fog dispersal by Dr. L. Francis Warren. These two airplanes which are fully equipped for the work at hand, were flown to Hartford by Major E.A. Lohman and Technical Sergeant Samuel J. Davis.

Lieut. Louis H. Ellen, Air Service, on duty at Hartford as National Guard Instructor, will cooperate with Dr. Vernon in these experiments, assisted by Sergeant Davis, who will be stationed at Hartford for several months.

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REPLACEMENT OF AIRPLANES FOR THE NATIONAL GUARD ✓

A Board of Officers consisting of Major Gerald C. Brant, General Staff; Majors Wm. H. Dayton, Sumpter Smith and William P. Tipton, Air Service Reserve, and Captains Charles T. Phillips and Ralph M. Wooten, Air Service, was appointed by the War Department to recommend a policy of replacement of airplanes for the National Guard and to study the general problem of the supply of all Air Service Material to the National Guard. The Board will submit its report to The Adjutant General of the Army.

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SUCCESSFUL INTER-ISLAND FLIGHTS IN HAWAII ✓

The first complete inter-island flight in Hawaii culminated successfully at 4:45 P.M. March 4th. Two Loening Amphibian planes, No. 1 from Wheeler Field, piloted by 1st Lieut. Everett S. Davis, with Sgt. Benj. Dorcy as mechanic, and No. 2 from Luke Field, with Capt. Clyde V. Finter, pilot, with Major R.E.M. Geolrick as Flight Commander and alternate pilot, participated in this experiment of demonstrating the possibilities of inter-island traffic by air. Plane No. 1 left Wheeler Field at 6:03 A.M., joined Plane No. 2 from Luke Field and at 6:39 both planes were off for Barber's Point, reaching Kauai at 7:23 A.M. When within 19 miles of Kauai radio communication was established with KHM, the Mutual Telephone Station at that point. The two planes took off on the return trip to Oahu at 8:12 A.M. and at 8:45 plane No. 2 landed at Luke Field and Plane No. 1 continued on to Wheeler Field and landed two minutes later.

Both planes were immediately put through a thorough servicing and refueling preparatory to taking off for Hilo on the second leg of the scheduled flight.

At 10:45 A.M. the two ships took off for Hilo and reached there at 1:20 P.M. The return journey was started at 2:41 P.M., Plane No. 2 landing at Luke Field at 4:45 P.M. and No. 1 shortly afterwards at Wheeler Field.

Ideal flying conditions aided the amphibians to set up a new record between Hilo and Honolulu. Editorial comments of Honolulu newspapers on the above flights are as follows:

"CONQUERING THE AIR FOR COMMERCIAL AVIATION" ✓

The latest achievement in aviation here points plainly to the time when all islands of this group shall be linked together by daily airplane express.

Less than 15 years ago the prediction was made publicly in Honolulu that airplanes would never fly successfully here. The 'pockets' in the air - a condition at that time declared to be much worse than on the mainland - was said to form a prohibitive factor.

Was it prohibitive? We'll 'tell the world' it was not!

Two days ago a pair of Loening amphibian airplanes operated by the skilled pilots and mechanics which the United States army turns out, made an 'all island flight' in a single day. Less than a day, in fact, for they took off at 6:26 A.M. from Luke Field, flew to Kauai, returned from Kauai and were back at Luke Field at 9:43 in the morning; flew to Hilo, reaching the Crescent City at 1:20 P.M.; returned from Hilo, and at 4:45 P.M. one of the two dropped safely at Luke Field, the other continued with equal safety to Wheeler Field at Schofield Barracks.

They covered this long archipelago 'top to bottom' in less than twelve hours, and did it without accident or apparent effort.

The speed, sureness, safety and technical perfection of the flight shows beyond all dispute that commercial aviation in Hawaii can be made a thing of daily occurrence and daily utility.

This epochal flight had its important military aspects also, but its bearing on civilian aviation is the most important aspect.

Air mail is coming for Hawaii, not many years away; and when it arrives, the islands can be provided, too, with an air express service for light and highly important packages. Later, as flying machines capable of carrying heavy loads at low expense are developed, we shall have an inter-island light-freight service of considerable volume.

There is no reason to believe that it will interfere with steamer freight traffic, either, for inter-island general freight business is going to develop greatly in the next decade, and the fast air mail will help to build up steamer freights."

"AVIATION WINGS ITS WAY ONWARD

In the autumn of 1900 - a little more than 25 years ago - the Wright Brothers went from Dayton, O., to Kitty Hawk, N.C., and there on the barren sand dunes, conducted experiments of far reaching import in future modes of transportation. For it was at Kitty Hawk that the airplane was born.

Many kinds of experiments had preceded those made by Wilbur and Orville Wright, but it remained for these two Americans to develop actual flight in a heavier-than-air machine, propelled by a motor. This happened on Dec. 17, 1903, when they managed to remain in the air in a series of flights, averaging from 12 seconds to 59 seconds. In 1908, or five years later, the Wrights came forth and gave public flying exhibitions.

It was in the spring of 1910 that an aerial circus, or aerial show was staged at the Indianapolis speedway grounds. A number of aviators on that occasion ascended to the remarkable altitude of a mile.

But during the last 15 years a lot of water has run under the bridge. A world war, intensive airplane construction and development, flights across the Atlantic, another around the world, a non-stop dash to within a few hours of Hawaii - United States mail in uninterrupted transcontinental service between the East and the West - passenger airplanes in Europe - amazing developments everywhere.

The flight of the two amphibian planes to all the islands of the Hawaiian group a few days ago between sunrise and sunset, comes not as a surprise or phenomenal achievement, but more as a practical demonstration of what could be done, should commercial aviation be inaugurated in Hawaii. We have contended all along that sooner or later airplanes will be carrying Hawaii's mail - and when landing stations have been established on all islands - and safety measures have been adopted to guard against the strong currents in the channels, where forced landings might be necessary, a passenger service will also result.

And if we read correctly the signs of the times, the day of commercial aviation in Hawaii is not far distant."

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WAR DEPARTMENT ORDERS AFFECTING AIR SERVICE OFFICERS

Changes in Station: Major Wm. N. Hensley, upon completion of course at Army War College, to proceed to Fort Sam Houston, Texas, for duty at Hdqrs. 8th Corps Area.

2nd Lieut. Lester M. Rouch relieved as student Advanced Flying School, Kelly Field, Texas, and to proceed to Scott Field, Ill., for duty.

1st Lieut. Walter D. Buie, Inf., relieved as student, Advanced Flying School, and to report to Commandant of that School, Kelly Field, for duty.

1st Lieut. Karl DeV. Fastenau from Phillips Field to Chanute Field, Ill.

1st Lieut. Alfred I. Puryear from Langley Field to Scott Field, Ill.

1st Lieut. Louis C. Simon, Jr. from Selfridge Field to Walter Reed General Hospital for observation and treatment.

1st Lieut. Edwin Johnson from Mitchel Field to Maxwell Field, Ala.

1st Lieut. Charles A. Horn from Brooks Field to Office, Chief of Air Service.

1st Lieut. Eugene C. Batten from McCook Field to Walter Reed General Hospital for observation and treatment.

Orders directing 2nd Lieut. A. M. Crawford to sail for Philippines April 3rd amended, directing him to sail June 12th.

1st Lieut. Alfred J. Lyon from Selfridge Field to McCook Field for duty.

2nd Lieut. Robert R. Selway, Jr. relieved as student, Advanced Flying School, Kelly Field, to proceed to Scott Field, Ill., for duty.

1st Lieut. Ralph F. Stearley (Cavalry), 2nd Lieuts. Arthur L. Bump, Jr., Herbert W. Anderson (Coast Art.) and Howard M. Turner, relieved as students, Advanced Flying School, and to report to Commanding Officer, Kelly Field, for duty.

Following officers relieved as students, Advanced Flying School, Kelly Field, and to proceed to stations indicated for duty: 2nd Lieuts. Donald F. Fritch and Raymond E. Culbertson, Field Art., to Mitchel Field; 2nd Lieuts. Leonard H. Rodieck and Wm. L. Cornelius, Field Art., to Selfridge Field.

Leaves of absence: Capt. Foward J. Houghland, 3 months, 15 days, effective June 15, with permission to leave continental limits of United States; 1st Lieut. Wm. V. Andrews, 3 months, with permission to return from Philippines via Europe; Col. Chalmers G. Hall, 14 days, effective April 1st; 1st Lieut. Orville L. Stephens, one month, effective March 26; 1st Lieut. Paul L. Williams, 2 months, upon arrival at San Francisco.

Promotion: 1st Lieut. George P. Johnson to Captain, rank Jan. 26, 1926.

Resignation: 2nd Lieut. Theodore A. Baldwin, 3rd, April 3rd.

Transfers: 2nd Lieut. Wm. F. Stear to Coast Artillery, March 8, and duty at Fort Barrancas, Fla.

2nd Lieut. Nathaniel C. Hale to Coast Artillery, March 9th, and duty in Panama Canal Zone.

Reserve Officers Ordered to Active Duty: Majors Sumpter Smith, Wm. D. Tipton and Wm. Hale Dayton to active duty March 18th and to report to Chief of Staff, Washington, D.C., as additional member of War Dept. General Staff until April 15.

Capt. Cecil G. Sellers and 2nd Lieut. Earle K. Parker to Langley Field, Va., for 3 months, effective March 27th.

2nd Lieuts. Dixon M. Allison and Victor E. Nelson to Langley Field for three months, effective March 28th.

1st Lieut. Francis C. Crowley to Selfridge Field for 3 months, effective March 26th.

1st Lieut. James H. Ward to Langley Field, Va., for 3 months, March 26th.

2nd Lieut. Charles A. Bassett to Selfridge Field, Mt. Clemens, Mich., 2 months, April 5th.

1st Lieut. David Gregg to McCook Field for 15 days, April 5th.

2nd Lieut. Louis F. Dorsey to Fairfield Air Intermediate Depot for 15 days, effective April 18th.

Enlisted Men.

Private Paul S. Bender from Chanute Field, Ill., to Bolling Field, D.C., for duty.

Warrant Officer Bernard H. Spelbrink, who has been on duty for some time with the 1st Pursuit Group at Selfridge Field, resigned as a Warrant Officer, re-enlisted in the Pursuit Group, and was placed on the retired list for more than 30 years service.

NOTES FROM AIR SERVICE FIELDS

Kelly Field, San Antonio, Texas, March 13.

The 3rd Attack Group received another new Douglas O-2 airplane. Lieut. H.S. Vandenburg brought back to this station the second Douglas O-2 airplane now assigned to this Group. Both of these airplanes are now being used for training purposes and will be equipped with machine guns and bomb racks. Lieut. R.C. Zettel is leaving for the purpose of ferrying another Douglas to this Group. The Attack Group is hoping to receive more of these planes in the near future, as at present it is handicapped due to shortage of same.

The dates for the R.O.T.C. training by the 3rd Attack Group were changed from June 11 - 22 to June 2 - 13. Twenty-two students will be trained in observation aviation. During the period June 2 to August 22 the Attack Group will train a total of 90 Air Service Reserve officers.

Lieut. L.L. Beery, who arrived from the Panama Canal Zone on March 10th was assigned to the 3rd Attack Group as Commanding Officer of the 8th Attack Sqdn.

The 3rd Attack Group lost one of its flying cadets - P.R. Love. He is to fly the new air mail route between Chicago, Ill. and St. Louis, Mo.

The inclement weather last week forced a postponement of the scheduled cross-country training flight, but the Group left at 10:00 A.M. March 11th on a cross-country training flight to Aransas Pass, Texas. This is the first cross-country flight for Group training this year.

Lieut. Frederick A. Johnson, who recently underwent an operation for appendicitis at the Station Hospital, Fort Sam Houston, Texas, and contracted double pneumonia, has recovered and is now on a 30-day sick leave before returning to duty.

The Douglas Transport which made the last trip to Santa Monica, Calif., returned Feb. 24th, piloted by 1st Lieut. L.J. Carr, with Staff Sergeant Coates, 40th School Squadron, as mechanic.

Lieut. James A. Doelittle and Mr. Cleburne Eberhart, Jr., arrived at the field by rail Feb. 20th. The 10th School Group furnished a plane and Lieut. Doelittle and Mr. Eberhart flew to Galveston on that date and returned on the 22nd. Mr. Eberhart is President of the Eberhart Steel Products Company and an enthusiastic supporter of aviation.

Lieut. J. M. Gillespie returned from Santa Monica, Calif., ferrying an O-2 airplane, picking up on the way back Lieut. I.J. Williams, who was on a five-day leave of absence. Lieut. George E. Rice also returned with one of the new planes from Santa Monica.

Holidays were declared for all 10th School Group men operating on the line for Monday and Tuesday, March 1st and 2nd, and the men in turn worked all day Saturday and Sunday, March 6th and 7th, in order to place in commission the ships returning from Fort Crockett, for use in connection with combined maneuvers for the students of the Air Service Advanced Flying School.

Lieut.-Col. C.C. Culver and Maj. F.M. Andrews flew to Galveston March 1st for an inspection of the Gunnery Expedition there, returning same date.

Major A.L. Sneed departed by airplane for Galveston on February 25th, returning the same day.

Lieut. M.E. Finn left March 1st on leave of absence prior to his departure for foreign service some time in April. The best wishes of the 10th School Group personnel go with him.

On March 9th the graduating class of the Air Service Advanced Flying School started on combined maneuvers, or actual battle practice combining all branches of aviation. Troops of the Second Division joined the Air forces in the maneuvers. The maneuvers lasted three days and included night problems.

A combined review of the Second Division and airplanes from Brooks and Kelly Field is being planned for the afternoon of April 13th, beginning at 4:00 o'clock, for the entertainment of delegates to the district convention of the Rotary Club meeting in San Antonio April 11th to 13th.

Two Martin Bombers, piloted by Lieuts. J.M. Gillespie and J.M. Weikert, and a Douglas Transport piloted by Lieut. W.S. Gravely, were flown to Fort Crockett, Galveston, Texas, March 6th to ferry back personnel and supplies of the Gunnery Expedition of the Advanced Flying School.

Lieut. Ernest W. Dichman was relieved from the 10th School Group and transferred to McCook Field, Dayton, O. Lieut. Dichman was Parachute Officer of the 10th School Group for the past year and a half.

Lieuts. J.B. Patrick and H.S. Vandenburg returned from Santa Monica Feb. 20th with new O-2's from the Douglas factory.

Brooks Field, San Antonio, Texas, March 9.

The March class used to be called the "small" class, but those happy days are over. This "small" class will consist of at least 240 students, approximately 200 of whom will be cadets. There is no rest for the weary or for the instructors in our flying schools, for officers and cadets for the new class are already reporting for duty. Captains R. E. O'Neill and I. B. Snell reported from Washington and Capt. R.W. Wittman and Lieut. L. A. Lawson from Scott Field.

Flying time for this field for the week ending March 5th was as follows: Daily aircraft hours - 532:05; Daily man hours, 805:25; Daily cross-country hours, 43:50; Daily cross-country man hours, 87:40.

Lieuts. Kenyon Hegardt and Al Crawford took off for Boston on Saturday and reached Chanute Field O.K. Sunday afternoon. Lieuts. Hugh Downing and Chick White took off for New York Monday morning. They reached Scott Field that evening. Al Crawford left just in time to miss hearing of his orders to the Philippines. He sails for San Francisco on April 3rd.

"Shorty" Hawkins came through these parts on his way to the coast for an O-2 for Langley Field. If he makes as good time on the rest of the trip as he has so far he should be back to the East Coast at least in time for the races next fall.

Brooks Field Ice Hockey team acquired more laurels when it defeated Fort Sam's Third Brigade team 5 to 3. Jamison was called on to fill the gap at goal caused by the loss of Hauser, due to failure in flying, and played an excellent game throughout. Major Royce made three goals and Greenlaw and Wickford each contributed one.

Candidates for the post baseball team are already out for practice. Brooks ought to have a good team this season, as most of last year's team are still here, and we have quite a bit of new material.

Brooks Field, San Antonio, Texas, March 18. (Craw)

Practically all the officers of the new primary training class have arrived. There are 7 officers from the Air Service (Lighter-than-Air), 5 Infantry, 4 Field Artillery, 3 Cavalry and one Signal Corps in the March class. In addition there are 12 National Guard officers here for 4 months' training. With the exception of the National Guard officers, whose training has already started, they will start flying March 29th.

Right at present we are giving our merry PT-1's the rest cure, trying to get them in shape to stand the 5½ months of abuse to which they will soon be subjected.

The Blue Willow Inn, out on the Fredericksburg Road, was the scene of a very enjoyable party on March 5th. The party was given by the student officers of the graduating class in honor of the permanent personnel of Brooks Field.

About ten days ago Lieuts. Stoner and Hodgson started out on a cross-country flight from Brooks Field to San Francisco and return. Everything went off very nicely except the "and return". We received word from "Rex" that they washed out about ten miles this side of Tucson, Arizona. Some folks don't seem to care a darn how far from home they are when they crack up.

The latest real hot dope is that Charley Horn is about to leave us. It is expected that he will report to the Chief's Office for duty about the first of May. It's hard to say just at present who is going to fall heir to the Chair of Radio Theory, etc., etc., which Charlie will vacate.

Hegardt and Crawford are lost in the wilds of New York (without Vy Caldwell's pocket guide). From the sound of the telegrams that have reached us out here in the mesquite it would seem that Al needs someone to push the stick forward and give her a little opposite rudder. He is in pretty good care, however, with Kenyon Hegardt along with him. The real danger in the situation is that this disease Al is suffering from is said to be contagious - they'll both probably come back and start hunting houses in Hot Wells.

The Adjutant General changed Crawford's orders for the Philippines from April to June, so he has a little more time to put the deal across than he had last week.

Downing and White are in the East also, but judging from the scarcity of telegrams which they have sent us, they must be all right.

Pardoe Martin, after spending a month's leave in Florida, returned to Brooks. Guess the real estate boom is still booming, for he looks pretty prosperous. He is now confidently awaiting orders to either the Philippines or Hawaii.

Flying time for Brooks Field for week ending March 12th was: Aircraft Hours, 673:05; man hours, 962:20; cross-country hours, 63:25; cross-country man hours, 101:50.

Phillips Field, Aberdeen Proving Grounds, Md., March 11th.

Two 2,000-lb. demolition bombs were on March 4th dropped from 8,000 feet by a team composed of Master Sergeant Smink, pilot; Tech. Sgt. Nero, Bomber, and Sergeant Willard, Radio-Operator. These bombs are of the new streamline type on which a series of tests are being conducted at this station to determine their suitability as a service bomb. While returning from the last trip over the range, a connecting rod on the right motor broke, making it necessary for Sgt. Smink to return to the field over the anti-aircraft range on which firing was in progress. However, due to the alertness of the officer in charge of the firing, the plane was seen in time to suspend firing, and a possible serious accident was avoided. A safe landing was made with one motor.

Tech. Sgt. Davis recently left this station on temporary duty at Hartford, Conn., where he is to act as pilot for Dr. Warren in a series of tests on rain making and cloud dispersing equipment. Major Lohman and Sgt. Davis flew to Hartford the two DH's equipped for this work, and Sgt. Davis expects to be stationed there for the next few months.

Lieut. C.F. Bond left for foreign service in the Philippines. We hope he will let Fords alone, as Walter Reed is quite a distance from Manila.

On March 6th Lieut. Harold George, a former member of the 49th Bombardment Squadron, dropped in to pass the time of day. We were all rather surprised to note the absence of gold lace on his sleeve, which we expected to see. Rumor has it that George is now an admiral in the Navy, although he still wears only a silver bar.

The post basketball team has in the past two weeks continued to defeat the local town teams in the vicinity. The 18th Airship Company won the Post Inter-Company Championship, winning decisively every game played.

Mitchel Field, Long Island, N.Y., March 15.

Little has appeared in the Air Service News Letter about Mitchel Field since the close of the International Air Races last October, for the reason that little of general interest has occurred at the field.

The winter was spent principally in maintenance work. First in importance was the flying equipment which, on account of its advanced age, requires a complete overhaul each winter in order to make same safe and serviceable for the summer training season. The maintenance of the war-time buildings, which are entering upon their last phase of usefulness, represents a permanent overhead. This winter an effort was made to put them in the best possible condition so that they will require a minimum of attention during the summer months.

For two weeks in February all duties were necessarily subordinated to shoveling snow as the result of two heavy storms in rapid succession. In addition to clearing the reservation it was necessary to shovel a mile of the public highway leading to Hempstead. At one point it was necessary to cut through a twelve-foot drift. A tractor and road scraper were used with considerable efficiency by the Provost Sergeant, Master Sergeant Webber.

Although at the post less than a year, Technical Sergeant C.E. Peterson was recently elected President of the Non-commissioned Officer's Club. Peterson came to Mitchel Field from the Philippines and relieved Staff Sergeant Randle L. Bose as Chief Clerk of the Post Operations Office. Bose, who will be recalled for his record-breaking drops before opening his parachute, is now a resident of France Field, Panama.

Sergeant Peterson has injected new life in the Club, which Mitchel Field considers the best in the Air Service. Shortly after assuming the office of President he engineered a successful banquet at the Nassau Inn at Amityville and has instituted a program of monthly dances. The latter part of March a banquet will be held in honor of those members who will leave this Spring for foreign service. These include Staff Sergeant John D. Meeks, 14th Photo Section who goes to Panama; Staff Sergeants Benjamin Roth, 61st Service Squadron, William Mehnert and Sergeant John P. Groan, 5th Observation Squadron, who are scheduled for the Philippines.

Through the personal friendship of Master Sergeant John Dolan; who is a prominent Elk, and the good feeling that the members of E.P.O.E. No. 1253 at Freeport, Long Island; have displayed toward Mitchel Field, the Noncoms Club is now handsomely furnished. The Freeport Elks were moving to their new club house and Sergeant Dolan, as brother Elk and Vice President of the Noncoms Club, was offered his choice of the furnishings of the old club house, which consisted principally of leather upholstered chairs and settees. They are suitable, in good condition and far finer than anything the club could have afforded to buy. Through the AIR SERVICE NEWS LETTER President Peterson wishes to thank the Elks throughout the Air Service for the generosity of their brothers at Freeport.

Captain L.N. Keesling, Adjutant, and Captain Wolcott P. Hayes, Signal Officer, left Mitchel Field March 3rd for Santa Monica, Calif., aboard a Douglas Transport from Langley Field. At St. Louis Lieut. Newton H. Longfellow, who was there on leave, was picked up. The three Mitchel Field pilots and three from other stations will pilot Douglas Observation planes to their respective stations. The three planes coming to Mitchel Field will mean the well-earned retirement from active service of the same number of DeHavilands.

Biags Field, Fort Bliss, El Paso, Texas, March 9 - 16.

A period of instruction in aerial gunnery, with fixed and flexible guns, on ground and tow targets and bombing for all pilots of this station was begun March 1st. Very satisfactory results were obtained during the preliminary practice, even though prevailing high winds make firing rather difficult.

Professor J.A. Splawn, President of the University of Texas, was a passenger in a DeHaviland plane piloted by Lieut. Ray H. Clark on the morning of March 4th. Professor Splawn is in El Paso in connection with the proposed erection of an observatory on Mount Franklin. The Professor was flown over and in the vicinity of this mountain to determine its suitability as a site for this observatory.

Both Lieut. and Mrs. Charles Douglas have fully recovered from slight injuries received in their recent automobile accident.

A Martin Bomber, piloted by Lieut. Aubrey Hornsby, landed here Feb. 28th from Maxwell Field, Ala. Passengers on this ship were Lieut. Old, Air Service, and Capt. Pastor and Sartorius of the Spanish Air Service. The latter named officers are in this country studying Air Service conditions and methods of instruction at schools, etc. They are now enroute to the West Coast to inspect the Douglas Corporation's plant at Santa Monica, Calif.

Staff Sgt. Fred O. Tyler, 12th Obs. Sqdn., piloting a DH, with 1st Lieut. Wm. S. Barrett, Chemical Warfare Service, as passenger, flew to Fort Clark, Texas, where Lieut. Barrett will be on two weeks' temporary duty.

Lieut. Lloyd E. Hunting, with Capt. Levy S. Johnson, M.C., as passenger, left March 4th in a DH on a cross-country training flight to San Antonio, Texas, returning here March 7th.

Staff Sgt. Fred I. Pierce, 12th Sqdn., with Staff Sgt. Gus V. Newland, passenger, left March 4th in a DH for Brooks Field on a cross-country training flight, returning the following day.

Lieut. Edwin R. McReynolds, of Bolling Field, piloting a Douglas Transport with a party of six other pilots, arrived here on the afternoon of March 11th enroute to Santa Monica, Calif., from where they will fly six new Douglas Observation planes to various stations in the Eastern States.

1st Lieut. L.D. Weddington and 2nd Lieut. Ray H. Clark were ordered to Santa Monica to receive two of the three Douglas Observation planes assigned to this station. They were passengers in a Douglas Transport piloted by Lieut. Wm. S. Gravelly, of Kelly Field, who with two other pilots were enroute to Santa Monica to receive planes assigned to Kelly Field.

2nd Lieuts. Harry L. Smith and George L. White, C.R.C., are undergoing a period of flying training at this field under the supervision of regular pilots. All phases of aerial training, including gunnery and bombing, is being undertaken.

The aerial gunnery and bombing training engaged in since March 1st is progressing satisfactorily and is expected to be concluded within ten days.

1st Sgt. C.W. Johnson, Tech. Sgt. Frank B. Maloney and Corporal Gerald W. Hay, 12th Obs. Sqdn., were discharged on account of expiration of enlistment period. The first two named re-enlisted the day following their discharge.

Corp. George L. Beeman, 12th Obs. Sqdn., was discharged by purchase March 8th.

Staff Sgt. Fred O. Tyler, 12th Obs. Sqdn., now under orders for a tour of foreign service in the Philippines, was granted a furlough until his departure

from San Francisco on transport leave on April 5th.

Pvt. 1st Cl. J.V. Yocum and Pvt. Robert Duke, 12th Obs. Sqdn., were appointed Corporals March 9th, vice Corps. Beaman and Hay, discharged.

Pvt. Frank L. Roeder, 12th Obs. Sqdn., were appointed Pvt. 1st Class, March 9th; Privates 1st Cl. Robert Elliott, Leonard L. Griffith and James F. Ryan were rated Specialists, 5th Class, and Pvt. 1st Class Henry C. Davis and Pvt. Clyde Jackson Specialists 6th Class.

Following enlisted men transferred to Detachment 2nd Div., A.S., at Fort Sam Houston, Texas: Pvt. Richard L. Meredith, 24th Photo Section; Pvt. Alvin E. Straub, Hdqrs. Detachment, 2nd Div. Ft. Sam Houston; and Pvt. John F. Mueller from 6th Motor Transport Co., Ft. Sam Houston.

San Antonio Air Intermediate Depot, Duncan Field, Texas, March 10.

Attention is invited to the fact that the freight address of this Depot is now "San Antonio Air Intermediate Depot, Duncan Field, Texas." Since the War the freight station on the Southern Pacific Railroad, between this Depot and the town of South San Antonio, has borne the name of "Kelly Field", owing to the fact that this field was formerly known as "Kelly Field No. 1". However, about 90% of the Air Service freight shipments to this point are addressed to the San Antonio Air Intermediate Depot, and this has caused some confusion in the past with Kelly Field. Therefore, the officials of the Southern Pacific lines have kindly cooperated in the matter, and the name of our local freight station was changed in February to "Duncan Field". It might not be amiss also to note here again the fact that the mail address of the Depot is "San Antonio Air Intermediate Depot, Duncan Field, San Antonio, Texas", as there has been some confusion in this respect also between this Depot and Kelly Field, owing to their proximity to each other.

Lieut. Harry A. Halverson, transferred to this Depot from the Office, Chief of Air Service January 31st, reported for duty Feb. 19th, from leave of absence. He made the journey from Washington to San Antonio by auto, and reported reasonably good roads all the way. He was assigned to duty as Asst. Engineer Officer.

Lieut. Aubrey C. Strickland, on duty with the Organized Reserves at Muskogee, Okla., arrived here Feb. 22nd to ferry back a DH-4M-2, leaving on his return trip on the 25th.

Langley Field, Hampton, Va., March 8.

19th Airship Company: Due to strong winds and disagreeable weather, the Company was unable to do any flying the past week. The hangar detail, however, worked on our two ships, the TC-4 and TA-5, getting them in first class condition so that when the weather permits we will be ready to get in plenty of flying time.

Lieut. Alfred I. Puryear reported here for duty March 1st. He has been in the Walter Reed General Hospital recovering from injuries received when the airship TC-2 was wrecked here October 10, 1924, as the result of a bomb explosion. We are glad to have Lieut. Puryear with us once again.

The Hampton Street Car Company extended its line from the main gate of the post to the Airship Hangar, and last Saturday the cars started on a new schedule, running from Hampton to the Airship Hangar every 45 minutes. Heretofore the men of the 19th had to walk about two miles to catch a car to town, and since this part of the country is subject to rain, snow and sunshine all the same day, most of the fellows preferred to stay in camp rather than start to town on a nice sunny day and take chances on getting caught in a rain or snow storm before they got to the street car line. This does not worry us any more, for we catch a car right at our barracks door and go to any of the nearby towns. We expect to have lots of visitors this summer, as they can come right to the hangar on the street car. Capt. Clark, our Company Commander, is planning on building a park in the woods that are on the Company Area for the accommodation of any visitors who may care to use it.

59th Service Squadron: First Lieut. Wm. A. Hayward is on 30 days' sick leave convalescing from a recent operation.

1st Lieut. Muir S. Fairchild proceeded to Detroit, Mich., to investigate the Packard Aircraft Motor and stopped at McCook Field on the way back to fly an LB-1 plane to Langley Field. 2nd Lieut. Leslie R. Tower took temporary command of the organization during the absence of Lieuts. Hayward and Fairchild.

1st Sgt. William A. Hixon returned after an absence of nearly 14 months, and the organization is glad to have its top kick back on the job again.

50th Observation Squadron: The 50th Squadron cinched the basketball championship of the post by defeating the 96th Squadron 37 to 29 in a well played and hard fought game. "Cy" Foster was the star of the game for the 50th with 7 field goals, followed by Huffman who shot the oval through the net for 12 points. DeFord played his usual game at Guard while Tuite and Brown played a tight defensive game. In winning the Championship for the season the Squadron has something to be proud of in having won the basketball championship for the past three years without suffering a defeat from any team on the post. After cinching the championship, however, the team went stale for want of rest and lost to the ASTS Detachment 25 to 26, its first defeat on the post in three years.

Too much credit cannot be given to 1st Lieut. Thad V. Foster, who coached the team to three consecutive championships and followed and backed the squadron in all athletics. "Slick" Brown deserved credit for his manner in handling the managership, securing games in the vicinity and promoting a trip to Franklin, Va. To date the Squadron scored 913 points to its opponents 470, having won 22 games and lost 3.

The Squadron gained 17 men by transfer from the Philippines on Feb. 17th, and on March 1st granted 3 of the 17 furloughs, each one taking 60 days for visits to all parts of the States.

Captain F.E. Galloway, Squadron Commander, flew to Santa Monica to ferry back a Douglas plane for the use of the organization during the summer training period. Tech. Sgt. Harry Glascock, 50th Service Sqdn, accompanied Capt. Galloway as mechanic. First Lieut. Webster is Squadron Commander during Capt. Galloway's absence. Cadet Rogers was welcomed to the Squadron by all of the personnel. He served with the Squadron as a 2nd Lieut. during 1925.

11th Bombardment Squadron: The Squadron flew 33 hours, 50 minutes the past week, consisting of 36 flights.

Corp. Brownlee, our star pitcher of last year, will leave the coming week for a tryout with the Richmond team.

Spagnolo, present 3rd Corps Area Champion, placed himself in direct line for another season's championship, winning by a knockout in the second round of the elimination bout at Monroe.

96th Bombardment Squadron: Capt. Kirkpatrick, our new C.O., led our unit in the monthly aerial review last Saturday, despite the rough weather. A close and even formation made a very impressive showing as they circled and passed the reviewing stand in a long column.

Cross-country flights during the past week included those to Philadelphia Naval Base by Lieut. Mulzer; to Pope Field, N.C., by Cadet Sprague, and to Mitchel Field, N.Y. by Cadet Reid.

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

11th Bombardment Squadron: Sixteen flights were made the past week for a total of 14 hours and 55 minutes.

Marked interest is being displayed by the Squadron baseball fans and aspirants for a place on the team fall out daily for practice.

20th Bombardment Squadron: The Squadron had another acquisition to their baseball club in the person of Sgt. LaFrenz, who came to us from Panama a short time ago. The Sergeant is very well known in Army athletic circles and has hung up a number of records, among which are the high jump, standing broad jump, 100 and 220 yard dashes, taken at San Jose, Costa Rica, in 1925.

96th Bombardment Squadron: Inclement weather held down our week's flying progress, the severe snowstorm experienced being quite an upset for this locality in March. Nevertheless, considerable formation flying was done by unit, all of our planes being in commission.

Lieut. Harry F. Jolliver reports his baseball team as taking shape and expects to put a fast team on the diamond for the inter-post league.

Lieut. McReynolds arrived at San Diego with the Douglas Transport after a successful cross-country flight, and is now preparing for the return trip.

19th Airship Company: The Airship TC-4, piloted by Lieut. Gray, made a cross-country flight to Bolling Field, D.C., March 16th, taking off from Langley at 9:15 A.M. and landing at Bolling at 12:45 P.M. After remaining on the ground for about half an hour, the TC-4 took off for the return trip to Langley, with the following officers from the War Department on board; Lieut.-Col. I.F. Fravel, Majors Rush B. Lincoln and John D. Reardan and Lieut.

H.C. Montgomery. Landing was made at Langley Field at 5:00 P.M., the performance of the ship on the trip both ways being reported as satisfactory.

On March 20th the TC-4 was slated to take part in the Aerial Demonstration.

Repair work was started on the TA-5. The envelope, having been inspected by the Company Commander, Capt. C.P. Clark, will be inflated in the near future.

Baseball practice has started, every man working hard to make a place on the team.

4th Composite Group, Air Service, Philippine Islands, Feb. 6th.

28TH BOMBARDMENT SQUADRON

"Flight B" of this organization spent two weeks at Clark Field, Pampanga, P.I., taking part in the annual Field Maneuvers of the 60th Coast Artillery, Anti-Aircraft and in Squadron bombing practice. Eighty-four aircraft hours were flown including towing sleeve targets by night and day for machine gun and 3" shrapnel shell practice, night attacks against the searchlight batteries and night bombing by the light of parachute flares.

66th SERVICE SQUADRON

Lieut. Blair, Commanding Officer, was absent for a couple of weeks during the month on a mission which took him on a very interesting and instructive trip to the Southern Islands. He reports scenery and customs quite different from Manila.

The Squadron received a very welcome addition to its ranks in the transfer of Lieut. Edwin B. Bobzien who is our Adjutant, Mess Officer and Athletic Officer. With a total of only five officers, Lieut. Bobzien will find plenty to do.

Lieut. LeRoy A. Walthall our Supply and Transportation Officer is absent on Special Duty somewhere in the Islands laying off a landing field, so we await with interest his return as we are sure to hear some blood curdling tales of life in the jungles. Sgt. Hunter and Cpl. Faston accompanied him.

From the looks of the calendars one would imagine we had lots of short timers with us, some counting the days before a transport sails and others until their enlistment is up. One of the above mentioned is the Group Supply Sergeant, Charles C. Buckland, who is on the job every morning before breakfast with his red pencil checking off the day.

HEADQUARTERS DETACHMENT 4TH COMPOSITE GROUP

Captain Kauch, our new C.O., was on duty with the Division Maneuvers around Sarte Tomas as Division Air Officer and reports that everything was carried off in fine shape. He had a taste of real Warfare and everything that goes with it, for after the Maneuvers started Jupiter Pluvius opened up a barrage and had his own way for a few days. The Captain is now back with the organization.

Lieut. S. P. Mills, also had a fling of real Warfare around Camp Stotsenburg, dropping bombs, and reporting that the enemy was completely annihilated. The Lieutenant also enjoyed some remarkable flying weather.

Our addition to the Recreation Room will be ready for use in a few weeks. We hold the distinction of having the first Recreation Room in use by an organization. And this addition will be a great help, since all the small Detachments are making this their Recreation center.

Our ranks were filled upon the arrival of the last Transport, and we received the pick of the whole works in Privates Allbritten, Atkinson, Hennessy, Long, Regnier, Secor, Ethington, Enright and Walsh.

Our Supply Sergeant, Roudolph Wojnicki, is now spending a fifteen day leave at the famous watering place of the Philippine Islands, otherwise known as Baguio. We are wondering if he thinks 45 days Goldbricking on the Transport isn't enough before reporting to the greatest Airport in the World, known as Scott Field. Sergeant Charles Thornbury replaces Wojnicki.

3RD PURSUIT SQUADRON

Captain and Mrs. DeFord and Lieut. and Mrs. J.G. Taylor left to spend a month at Camp John Hay, Mountain Province.

The 3rd Pursuit Squadron cinched the pennant in the Pampanga League by defeating the San Fernando Government team January 9th, score 3-2. At the end of the season the Air Service and the Government team were tied for first place, each having won 9 and lost 1. In the play-off, the Air Service took two out of the three game series and copped the flag.

The 3rd Pursuit Squadron took part in the Division Maneuvers held during the month, flying defensive patrols for the Bombardment Squadron.

Lieut. and Mrs. Lanagan left on January 25th for Appari in Northern Luzon, where Lieut. Lanagan will have charge of the clearing and construction of a landing field there to be used by the group when the combined group maneuvers are held in March.

2ND OBSERVATION SQUADRON FLIGHT A. CORREGIDOR

A three-plane cross-country flight was made to the Southern Islands during the month. The flight left this station January 5th and returned January 19th, less one plane which was wrecked on the coast of Mindanao at Balingasag. The following towns were visited: Mangarin, Iloilo, Bacolod, Silay, Cebu, Misamis, Dansalan, Zamboanga, Cagayan, Surigao, Tacloban and Masbate. The personnel of the flight consisted of Lieuts. Blair, Niergarth, Williams, Camblin and Sgts. Caywood and Salter. Lieut. Williams and Sgt. Caywood did not finish the entire flight as they crashed into a grove of coconut trees on their homeward trip and burned up their plane. Neither Lieut. Williams nor Sgt. Caywood were injured.

Pilots left at Kindley Field during the month, were kept busy flying tactical missions in conjunction with Phil. Division Maneuvers, under orders from the Commanding Officer, 4th Composite Group. Flights along the west coast of Luzon down to Batangas and up to Subic Bay were made.

2ND OBSERVATION, FLIGHT B, CAMP NICHOLS.

Flight "B" 2nd Observation Squadron, has during the past month participated in the annual field maneuvers of the Philippine Division.

The missions of the flight as Division Air Service Troops afforded the personnel an opportunity to understand what undoubtedly would be their work in actual warfare.

As this item goes to press the division is assured of victory. The enemy (theoretically) has departed from Southern Luzon.

The Commanding Officer, Lieut. Harper, is now a "short-timer" and will return to the States on the next trip of the "THOMAS". He expects to take a leave in China before sailing.

Lieut. A.S. Albro, and Lieut. Hammond who arrived on the last transport have been assigned to the flight.

Lieut. Niergarth and Lieut. Harold W. Beaton are members now of Flight "B". Lieut. O.C. Niergarth, who is Engineer Officer of the Flight, returned a few days ago from a tour of the southern part of the Archipelago. The trip was made in a "Douglas", and from all reports a good plane for cross-country in these parts.

Selfridge Field, Mt. Clemens, Mich., March 8.

After several bonfires in the Officers' Club, reconstruction of that part so susceptible to fire is rapidly progressing. There seems to be some conjecture as to the probable use of the new addition since it's bleak and unwindowed exterior better becomes the Post Ice House.

The undefeated 95th basketball team has been selected to represent the First Pursuit Group during the coming Sixth Corps Area Athletic Meet at Fort Sheridan, Chicago, Ill. In addition to their regular team, they will probably carry the following substitutes: Lieut. Minty, G; Sgt. Healy (59) F; Pvt. 1st Cl. Tolish (95) G; Pvt. Shannon, (57) F; Corp. McDonald (Hq. Det.) G; and Pvt. Hurst (94) G. And - if Technical Sergeant McGaha doesn't bring back a lot of scalps he will have to give us his. The line-up of the Regular team is as follows: Morin, Center; Freedlund and Yanke, Forwards; Yochum and Reist (Captain) Guards.

The enlisted men of the 27th Pursuit Squadron who were detailed to duty involving flying during March received some very unusual instruction and completed more than their required four hours in the air when their Squadron Commander, Lieut. J. Thad Johnson, Post Information Officer, flew them to McCook Field, Dayton, Ohio, March 4th and back the next day in a Douglas Transport. The trip but for a forced landing about twenty minutes of McCook was very successful, and Lieut. Johnson and his men speak of the trip in glowing terms.

"We landed about 1:30 P.M.," said Lieut. Johnson, "and as soon as the men had a bite to eat an instructor took them on a trip over the field and through the shops. The next morning they were given a practical and theoretical lecture on the new twelve volt ignition system with which the new Curtiss O-1 is equipped. I was particularly pleased with this since three of my very best ignition men happened to be on the trip and as we expect several of the new O-1's in the near future. We were well received and I believe cross-countrys of this kind to be valuable since it gives crew chiefs an experience they cannot get in squadron hangars. It gives them new ideas; a more compr

idea of the service in general and the advance knowledge garnered on these trips will prove of value to the men and to the service in general."

In accordance with transfer order No. 4838, two airplanes type JNS have been started on their way to Minneapolis, Minn. via Bryan, Ohio; South Bend, Ind.; Maywood Field, Chicago, Ill.; Rockford, Ill.; Lonerock, Wis. and Winona, Minn. These ships are being piloted by Lieut. John J. Williams, A.S. and Lieut. Van Hampton Burgin, A.S. Res., active duty. Upon completion of this flight these officers will return to Selfridge by rail.

Smiling Lieut. "Bill" Irvine, A.S. Res., active duty, has taken his two hundred odd pounds of light thatched geniality and a Mr. Woodward for a ride in one of the Airways DeHaviland's over the Model Airways route. And if his smile is any help he'll be back in record time.

Selfridge Field, Mt. Clemens, Mich., March 16.

A Douglas transport, piloted by Lieut. Elliott, with Master Sgt. Goff, mechanic, and Staff Sgts. Callaghan, Williams, Sgt. Strawser, Corporals Hice, Pavlaski and Pvt. 1st Cl. McGaghran, all of the 17th Pursuit Squadron, as passengers, made a trip to McCook Field March 10th for the purpose of instruction and experience of enlisted men, and returned the next day.

Arriving at McCook Field about noon, the men were taken through the final assembly division by an instructor. That evening they all paid a visit to the field museum where they viewed with wide-eyed interest the antique, the obsolete, the impracticable and impossible of aeronautics. The following morning they listened attentively to a two-hour lecture on magnetos and then, being bears for punishment, followed it with a similar dose on generators. The men are all wildly enthusiastic over McCook. All remark on the cordial manner of their reception, and those who so far have not been fortunate enough to make the trip resolve that by "hook or crook" they are going on the next one.

These trips cannot but prove of benefit to the service. The men report that they meet many old friends there and old friends are willing to enlighten and teach. Then, too, the men who make these trips are hangar men, all of whom are vitally interested in things aeronautical. Another benefit is that instead of considering McCook Field a place where men are hired for the express purpose of finding something wrong with perfection, all are beginning to realize that their work here, their problems, and trials and troubles are but a very small item in the life of our Nation's rapidly growing son - AERONAUTICS.

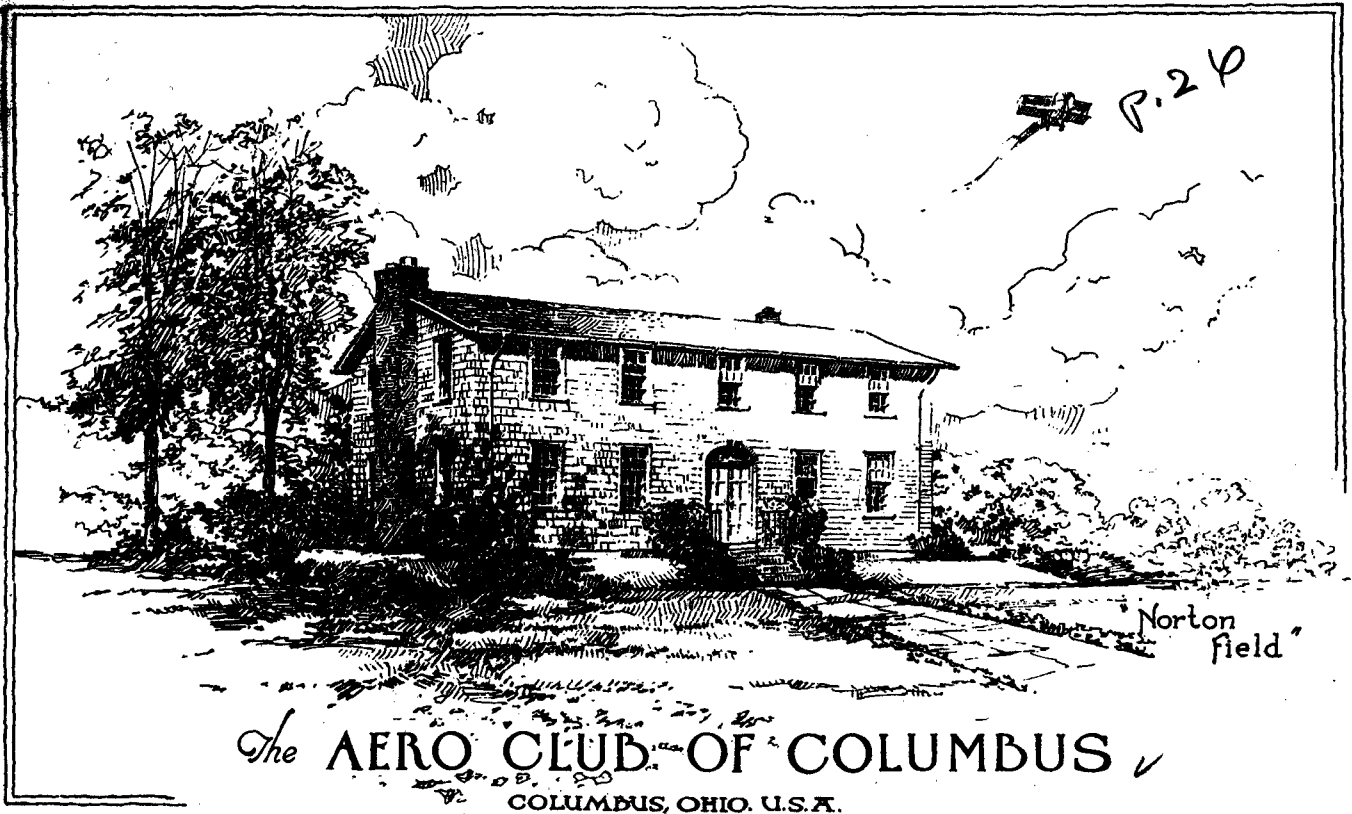
Lieut. Thomas Ash, Jr. A.S. Res., pilot, with Capt. G.S. Felt, Medical Corps, Res., passenger, attempted a flight in a creeping, crawling "Jenny" to Grand Rapids, Mich., March 13th. About 80 miles out of Selfridge Field the old Jenny contracted a leak in an oil line and Lieut. Ash was forced to land near Leslie, Mich., where he managed to while away the time by strolling the one hundred feet of sidewalk and eating hamburgers in the one lone restaurant until Sunday afternoon, when Lieut. Luther S. Smith, pilot, and Corp. Ross of the emergency crew from the 57th Service Squadron, arrived in another "Jenny" with the necessary repairs. Lieut. Smith returned to Selfridge that evening, since Capt. Felt had decided to trust his luck to slower (?) transportation, leaving Corporal Ross in Leslie to return with Lieut. Ash as soon as he could get the old Wright "E" turning up once again.

Lieut. Alfred J. Lyons, Station Supply Officer, departed on the morning of March 15th in a DH over the model airways route with Mr. Renne LaBudie, Aeronautical Engineer of the Continental Motors Co., Detroit, Mich., as passenger. Lieut. Lyons upon his return to Selfridge expects to be transferred to McCook Field, Dayton, O.

Aerial gunnery, being one of the many and unescapable duties of each Group pilot, must receive its share of attention here. Aerial gunnery is on every weekly flying schedule and is participated in on Monday, Tuesday, Thursday, and Friday of each week. Both type PW-3 and P-1 airplanes are equipped with machine guns and used in this work. Each squadron has its targets (Type C) mounted on movable frames which are set up on the range only when that organization is firing. At a distance of 400 feet from the targets is a row of red and white flags - the dead line - for any pilot who fires after passing this line has five percent deducted from his total. Since five percent often means a great deal, it is perhaps responsible for some of the hot and smoking arguments between questioning pilots and the adamant range officer. Scores for the week ending March 13th are as follows:

<u>17th Pursuit Squadron</u>			
Captain Pritchard	436 rounds	.30 caliber	135 hits
Captain Dixon	200 "	.30 "	47 hits
<u>27th Pursuit Squadron</u>			
Lieut. Johnson	400 rounds	.30 caliber	89 hits
Lieut. Crane	400 "	.30 "	173 hits
Lieut. Elliott	320 "	.30 "	156 hits
Lieut. Lyons	400 "	.30 "	97 hits
Lieut. Irvine	87 "	.30 "	10 hits
<u>94th Pursuit Squadron</u>			
Lieut. Smith, S.T.	300 rounds	.30 "	148 hits
Lieut. Smith, S.T.	50 "	.50 "	13 hits
Lieut. Smith, L.S.	400 "	.30 "	139 hits
Lieut. Strahm	200 "	.30 "	40 hits
Cadet Flo	200 "	.30 "	68 hits
<u>95th Pursuit Squadron</u>			
Cadet Collins	100 rounds	.30 "	13 hits

Lieut. Elliott, pilot, C-1 transport, with Lieuts. Williams, Crane and L.S. Smith, and Sgt. Branch, 57th Service Squadron, as mechanic, were ordered to proceed to San Antonio Air Intermediate Depot, Texas, for the purpose of ferrying to Selfridge three type AT-1 airplanes. Lieuts. Williams, Crane and Smith were to fly the AT-1's while Lieut. Elliott and Sgt. Branch were to return in the C-1. Now - all is woe. Three cadets, it is understood, are being transferred to this field - from Brooks, of course - for advanced pursuit training, and old dame rumor has it that they may be ordered to fly here in the AT-1's. Which accounts, in some measure, for the loud wails and long faces heard and seen when in the vicinity of any one of the five unfortunates.



Above is pictured the new home of the Aero Club of Columbus (Ohio), located at Norton Field. According to information just received from the secretary of that organization, "this is not an architect's sketch of some proposed project, but a pen drawing made from an actual photograph of the first building of its kind in the United States. Except for landscaping, which will be completed this Summer, the building is now, just as you see it shown above.

"The patriotic citizens who financed this 'aviation center for Central Ohio', are proud of their accomplishment and believe they have set a mark for other cities to shoot at. This building, which will also house the headquarters of the Franklin County Reserve Officers Association and the 308th Observation Squadron, 83rd Division Air Service, faces the airdrome and it is in direct view of all airline traffic through Columbus. Its position is therefore ideal and compares with some of the exclusive homes and clubs along our water fronts, which boast of having battleships and ocean liners from all over the World drop anchor in their 'front yards'. The Aero Club of Columbus likewise expects to be host to the great airliners of the future that will land in its front yard at Norton Field.

One of the particularly interesting things in connection with the history of this building is the fact that it was originally a war time barracks, purchased from the General Reserve Depot and moved a distance of two miles to its present location: Over seven thousand dollars has since been expended in the remodeling work now nearing completion. The entire outside was covered with stained shingles; a new roof was laid and new window frames and sash installed; a chimney was erected, providing beautiful fireplaces upstairs and down; a large assembly room for dancing and dinner parties, kitchen and ladies lavatory are located on the first floor; while upstairs are rooms for an office, bath, quarters for visiting pilots and caretaker, and a large club room; new wiring and plumbing installations have been completed and the work of interior decoration is under way.

"Formal opening of this new Club House will take place in June in connection with a mammoth air carnival and aeronautic show. Previous to that event, an informal inspection-party 'for members only' will be staged in a few weeks, after which the building will be operated for the convenience of the military and civilian personnel stationed or arriving here at the Columbus airport.

"The Aero Club of Columbus, whose officers are listed below, is grateful for the generous assistance received from the Air Service, the Quartermaster General, the Commanding General and Air Officer of the Fifth Corps Area, the General Reserve Depot and the Commanding Officer, Norton Field, in its efforts to

consummate this undertaking, which it is believed will be a distinct asset to aviation development, locally and nationally".

OFFICERS, DIRECTORS and INCORPORATORS of "The Aero Club of Columbus (Ohio)" are :

Capt. John E. Davis, AS-Res., PRESIDENT
2nd Lt. Stuart E. Price, AS-Res., VICE-PRESIDENT
Capt. William F. Centner, AS-Res., SECRETARY-TREASURER
Brig. Gen. Edward Orton, Jr., QM-Res.
Lt. Col. William M. Mumm, MI-Res.
1st Lt. Walter W. Meyer, AS-USA.
1st Lt. Clarence N. Cone, AS-Res.
2nd Lt. George E. Bulford, Jr., AS-Res.
2nd Lt. William Mumm, Jr., AS-Res.
2nd Lt. Randall M. Mitchell, AS-Res.
2nd Lt. Maurice L. Mulley, Inf-Res.
2nd Lt. Henry A. Reinhard, AS-Res.
2nd Lt. Wm. Donald Walter, AS-Res.
2nd Lt. Albert E. Harter, AS-Res.
2nd Lt. Rescoe R. Lukerman, AS-Res.
Howard J. McCullough
J. J. Mansell
E. S. Morton
Samuel Sumner
Fred C. Perkins
Howard M. Jones
Edgar T. Wolfe
Samuel A. Kinneear
Samuel M. Coen
King J. Thompson



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Information Division
Air Service

April 16, 1926

Munitions Building
Washington, D.C.

The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard and others connected with aviation.

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McCOOK FIELD REVIEW -- 1925

By Major John F. Curry, Air Service,
Chief, Engineering Division.

In reviewing the engineering activities of the Army Air Service conducted at McCook Field, Dayton, Ohio, during the past year, it is evident that a momentous advance has been made in all lines of aircraft development. Whether this advance be in the experimental development of new equipment or in the perfection of that already extant, two things are certain: first, that such progress has been visible thru the excellent cooperation given by the American aircraft industry, and, second, that the results of the year's efforts have as great a value to commercial aviation as to military aviation.

Experimentation and research, which constitute an important part of the Engineering Division's activities, have been productive of many new and light metals and materials as well as more economical methods of construction without which greater improvements in design of aircraft and aircraft accessories would have been impossible. In this work the Government has accumulated a vast amount of information.

AIRPLANES

The predominant trend in military aircraft development has been toward a marked reduction in the number of types required for military use. Formerly fifteen standard types of aircraft were considered necessary to properly fulfill all military functions, but today only five general types are required to accomplish the same purposes. This reduction has been gradually brought about by designing aircraft in certain instances to perform two or more functions thru interchangeable equipment, thereby making for simplicity and economy in production and maintenance.

The five general types to which military requirements have been reduced are as follows: pursuit, bombardment, observation, training, and cargo-carrying or transport. Nearly all special types represent modifications of these types.

For pursuit aviation, an improved type airplane, known as the P-1, has been developed by the Curtiss Aeroplane & Motor Company, Inc., of Garden City, L.I., to supersede their earlier PW-8 model previously adopted by the Army Air Service. Altho built around the same engine, the Curtiss D-12, the new P-1 has much greater maneuverability than its predecessors, incorporating single-bay tapered wings and underslung radiators in place of double-bay straight wings and wing surface radiators used in the preceding type.

Another pursuit type airplane of equal performance is the Boeing PW-9, which was placed in production during the war. This airplane is of the tapered wing biplane type, designed and built around the Curtiss D-12 engine by the Boeing Aircraft Company of Seattle, Wash.

In the bombardment class unusual interest is centered around the new XLB-1, an experimental type light bombing plane developed by the Huff-Daland Company, of Bristol, Penna. This airplane, which weighs over 10,000 pounds with full load, is the largest single engined airplane of its type ever built in this country. It is powered by one of the new 800 horsepower geared type Packard engines, swinging a 16-foot propeller, and carries a crew of three; a pilot, a bomber and a gunner - in addition to five machine guns and a normal bomb load equal to that carried by conventional two-engined bombers. By installing larger landing wheels, size 54 x 12", the same as used on the Barling Bomber, a 4000-pound bomb may be carried. Due to its relatively high speed (about 125 miles an hour) and its greater load-carrying ability, the XLB-1 is destined to supersede the conventional multiple engined type Bomber in present use. The XLB-1 was an entry in the recent International Air Races held at Mitchel Field last October.

Early in the present year, an airplane competition was held by the Army V-5556, A S

Air Service at McCook Field for the purpose of selecting a new experimental type of two-seater observation airplane. Of the three entries that participated, designated as Curtiss XO-1, Douglas XO-2, and Wright XO-3, after their respective manufacturers - the first was selected. This airplane, the XO-1, mounting the new 500 horsepower Packard engine, showed remarkable high performance and maneuverability comparable to a pursuit type. Many advanced ideas were incorporated in its construction, such as the riveted duralumin tube fuselage weighing only 106 pounds and the detachable welded tube engine section to accommodate either a Liberty or Packard engine. The use of duralumin resulted in a great saving in weight to the extent that the complete airplane weighed about 300 pounds less than its nearest competitor. Inasmuch as this type of construction was quite new in military aircraft of this type and required service tests, only a few of these airplanes were ordered.

In a previous competition held at McCook Field in 1924, the Douglas XO-2 with Liberty engine was chosen to succeed the obsolescent DH-4 as the new service standard observation airplane. The Douglas Company of Santa Monica, Calif., is working on an order for seventy-five airplanes of this design.

In all-metal construction, six observation type airplanes, similar to the Douglas O-2, are under development by the Thomas-Morse Aircraft Corporation of Ithaca, N.Y., a firm which has specialized in this type of construction. This same firm is also manufacturing some experimental metal wings for use on pursuit and observation type airplanes.

For training purposes, two types of airplanes have been selected and produced: The PT-1 for primary training, built by the Consolidated Aircraft Company of Buffalo, N.Y., and the AT-1 for advanced training built by the Huff-Daland Company of Bristol, Penna. Both types are tandem seaters mounting either a 150 or 180 horsepower Wright engine, having been selected by the Army Air Service Training Board in service tests of various training type airplanes at Brooks Field, Texas.

To facilitate transportation of personnel or freight, nine transport airplanes have been constructed by the Douglas Company. The C-1, as this airplane is designated, is designed around a Liberty engine to carry two pilots (one for relief) in a forward cockpit, and six passengers in an enclosed cabin in the fuselage. In time of war, troops or aircraft engines may be transported.

The first airplane in this country built solely for ambulance purposes made its appearance this year. This aerial ambulance, Model KA-1, was designed by the Engineering Division in cooperation with the Army Medical Corps expressly for the transportation of sick or wounded. It accommodates a pilot, a flight surgeon, and two patients, the latter being carried in litters in the fuselage cabin with the surgeon alongside. Medical supplies are also provided for administering first aid during flight. The airplane was built by the Cox-Klein Aircraft Corporation, Baldwin, L.I., and is designed for service in crash rescue work and for public emergency should the occasion demand.

The Loening Amphibian, which made its debut last year, has been placed on service test with the completion of several production models. Its adaptability to three elements - air, land, and water - rendered it particularly advantageous for use by the Navy Department in the recent McMillan Polar Expedition and more recently by the Engineer Corps in conjunction with the International Joint Commission in photographing the United States - Canadian boundary at the Rainy Lake Watershed near Duluth, Minn. Inverted Liberty engine and retractable chassis constitute two of the main features in the design of this airplane.

Among the new accessories pending adoption on service airplanes are the Cleo pneumatic shock absorbers. This type of shock absorber differs from the conventional wrapped rubber cord type in that the landing shocks are absorbed by the cushioning effect of oil and air contained in telescoping cylinders. Its advantage over the rubber cord type is that it requires practically no maintenance or replacements.

Another new feature on airplanes is the airplane brake for decreasing the distance of roll on the ground after landing. Surprising results have already been obtained with this device which consists of two lined metal discs, attached to each landing wheel, operated independently by pedals in the pilot's cockpit. In a test, an airplane which ordinarily rolls 980 feet after landing was stopped by brakes in 340 feet. It was also found that right and left turns could be negotiated as desired by braking the proper wheel.

To be concluded in next issue.

NIGHT LANDINGS ON CROSS-COUNTRY FLIGHT

A report on an extended cross-country training flight from Mitchel Field, N.Y., to Traer, Iowa, recently made by 1st Lieut. Max Balfour, Air Service, during the course of which he found it necessary to make four night landings, one of them in complete darkness, furnishes valuable and interesting information to Air Service personnel and gives an excellent example of how a pilot can reason himself out of trouble by clear thinking combined with good judgment.

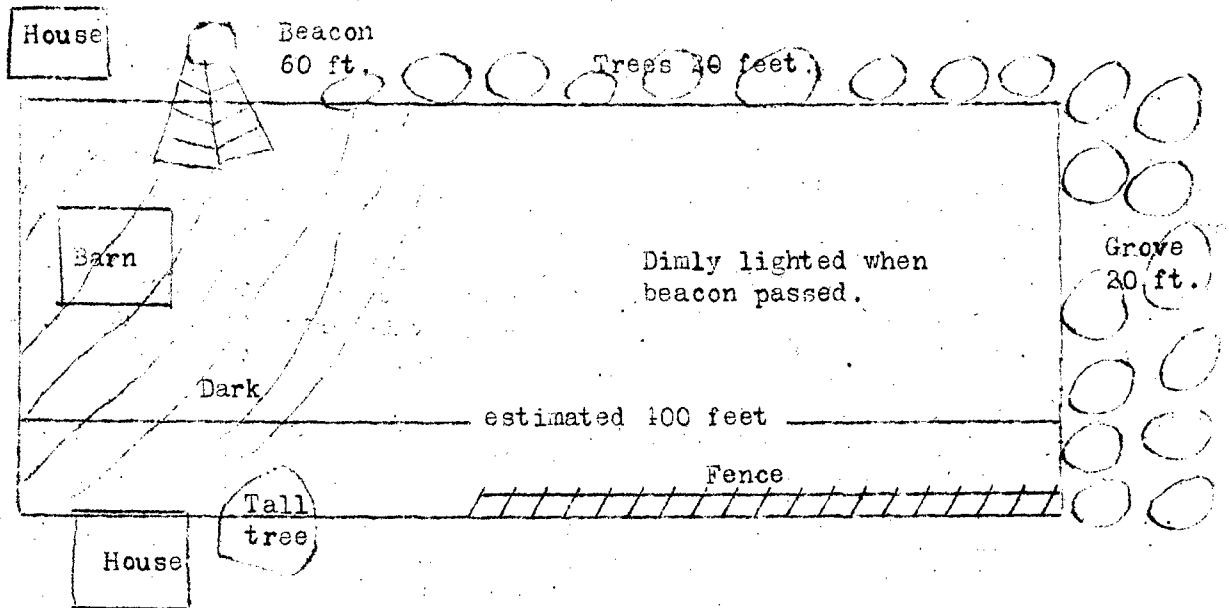
Lieut. Balfour left Mitchel Field at 12:20 p.m., piloting a DeHaviland plane and carrying Private Antz as passenger. The route chosen was the Air Mail course to Bryan, Ohio, thence to Chanute Field, where Private Antz was scheduled to report for a course of instruction at the A.S. Technical School, thence by direct route to Iowa City and Traer.

"I had no difficulty in following the course to Bellefonte, Pa.," Lieut. Balfour stated. "A strong west wind made the going tedious, and I arrived there at 3:20 p.m. I had noted a number of the Air Mail beacons on the route and three of the emergency fields which appeared excellent from the air.

At Bellefonte I found the Manager was absent, but the mechanics on duty gave me gasoline and oil. One of them assured me that I had $1\frac{1}{2}$ hours' daylight; that the weather was clear to Cleveland, and that with the beacons I could easily arrive at Cleveland. I was a bit dubious, but the attitude of the Bellefonte personnel made me ashamed to admit it. I took off, passed over twenty miles of wood mountains where there is not even a road. (I learned later that the Air Mail usually flies around this mass, following the lights which are to the North by the way of Snowshoe). In a half hour, 4:15, the sun was hidden by a black cloud in the West and in a few moments darkness descended rapidly. I was able to pick my way until 4:45, when the beacons were turned on in most places. I could no longer read my map. I snapped the switch on the compass light but found there was no light. I was not worried, as one beacon was visible from another. The cloud in the west climbed higher, shutting out the horizon. Finally, at about 5:15, I judge, as I had no watch available, I was forced down to 500 feet by the clouds. I passed over a light and considered landing, but there was no field, so I went on to the next with the intention of landing if the weather continued threatening. But that was the last light I saw for an hour. I had left it perhaps two or three miles behind when it disappeared from sight. I must have deviated seriously from my course and could not find the next light. I flew for perhaps fifteen minutes and realized that I had lost my way.

In the meantime a drizzle of rain made visibility extremely poor and judgment of altitude difficult, not to mention the bizarre, unstable sensation resulting from the lack of horizon. I could not trust the altimeter, due to changes in sea level and probably differences in barometric pressure. Then I saw the lights of a city and against hope, turned to them in the possibility that it was Cleveland. I flew around the city but there was no lake front. This was confusing as I knew no large cities on my route. I was later informed that it was Youngstown, Ohio, which is very widely spread. I had now lost all sense of direction. An estimate of the situation was not difficult. I could not stay in the air all night. I must find a landing or jump. I decided to search a landing until the main tank was empty, and if the weather had not cleared sufficiently to see the outlines of the ground, or I had not found a lighted field, to climb with the emergency tank to a safe altitude over an unlighted area and jump. So I began flying a large circle, using Youngstown as a base. I closed the circle to the best of my judgment and began again in another area. I had proceeded thus for perhaps three-quarters of an hour when I found a beacon. I was almost upon it when I first saw it. I realized the hopelessness of attempting to fly the course and decided to land there, if there was a chance. I realized then that the flames of a short exhaust will eventually impair the pilot's vision temporarily on a very black night. In fact I had arrived at such a state that I could barely distinguish roads or houses. I circled the light. There were no boundary lights visible. But I dared not leave in search of the next light and the emergency field, as I had lost all sense of direction and feared I could not return. So I circled the light for a quarter of an hour. As the light turned I could get a fleeting glimpse of the ground. Bit by bit I picked up the details assembling by force of concentration a complete picture.

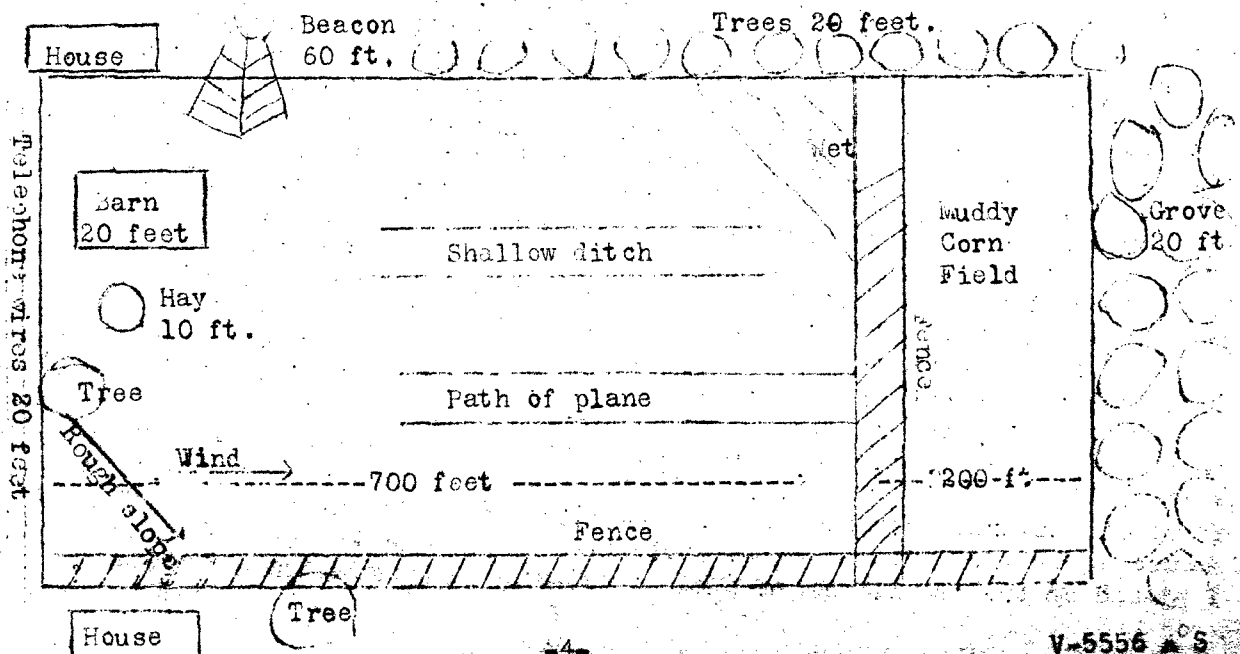
This was my estimate:



I had hoped that the lightkeeper would stop the light which revolves quite rapidly (about 9 turns per minute), and show me the outlines of the field and then focus it in the middle of the best ground. I could see a lantern bobbing about but did not know what the carrier was doing.

I flew over an unlighted area half a mile from the field, throttling down, shouted to Pvt. Antz, asking him if he wanted to jump. He did not understand. I returned to my light and made two attempts at the field, entering over the dark area between house and barn. Each time I lost my nerve, the trees looming before me as the light struck them. The light striking me in the face was annoying; I was blinded. The third time I arrived over the house, slipped sharply to the left towards the barn and when I judged I was below its roof level, kicked to the right holding up almost to the stalling point. It was a surprisingly long moment before the wheels touched and I began rolling, and it seemed as if the rolling would never end. I had practically stopped when I heard a snap and a rip and stopped suddenly. I leaped out and went into mud almost to my knees. I had passed through a fence and stopped in a muddy cornfield. The fence had one wire which the metal tipped propeller had cut. The right wing knocked over one post, but a short post on the left had torn the fabric of the left lower wing and dented the main longitudinal members, breaking out a few of the minor braces. By rocking the wings I was able to turn and pass through the hole in the fence to the field and up to the barn where preparations were made for the night.

The next morning, a survey of the field showed it to be like this:



I learned that the lightkeeper had not understood what I wanted, that he knew nothing about airplanes, and that his orders concerned the maintenance only of the light. He was supposed to keep it burning from 5:00 p.m. to 7:00 a.m. at this period. We rolled the plane close to the keeper's shack where he could watch it through the night, and had our dinner and bed at his house. We were at Cortland, Ohio, sixty miles from Cleveland. I telephoned Cleveland Air Mail, advising where I was.

I had landed with the wind, which was about 12 to 15 m.p.h., and had passed through the fence at its only weak point, the posts being elsewhere, tree stumps 8 to 10 inches in diameter, and sufficient to wreck the plane. The greatest surprise was the distance of the grove which, with the light, had seemed much closer. I was fortunate in that I had not attempted to land over the trees, as I would probably have turned over in the mud or struck the fence at full landing speed, probably in one of its strong spots.

I bought some cotton string and with a large needle darned and mended the holes in the wing. I put a splint on the broken trailing edge, winding it with fine copper wire. This took four hours. After lunch we carried boiling water and attempted to start the motor. After $1\frac{1}{2}$ hours of work it started.

I managed to get out of the field with difficulty in a cross wind. After less than half an hour, the motor sputtered the last drop of gasoline in the main tank. This was inexplicable as the motor had run not more than three hours previously and half an hour at the time. The ship is equipped with a 110 gal. tank and should run at least $4\frac{1}{2}$ hours. The average gasoline consumption on the trip was 22.2 gallons per hour. I switched on the reserve, picked a field after a few minutes and landed successfully. I was two miles from Huntsburg, Ohio, and forty miles from Cleveland. Not satisfied with the situation of the plane on a hilltop in a strong wind, we tried to start the motor to taxi to a better location. After 15 minutes I climbed in and saw at once that there was practically no discharge. The batteries were evidently weak, although they were newly installed for the trip.

I staked the plane for the night and suddenly heard the air leaving one of the tires. One of the valves had let go. I telephoned Cleveland and was promised a wheel, batteries, gasoline and men. I asked for enough men to start the ship. Pvt. Antz and myself felt that we could not support another hour of cranking. The next morning, Sunday, I telephoned and received the assurance that I would have help on Monday morning. But I sent Antz by bus to Cleveland. At 6:00 p.m. he telephoned that he was not at all sure that we would get help. So I called the Manager, who assured me that we would. In the meantime I wired the Commanding Officer, Mitchel Field, of my situation. This was done by telephoning to East Claridon where there was a telegraph station where the operator accepted my promise to send an official form covering the telegraph message.

At noon, Monday, an Air Mail truck, three men, gas and oil arrived. They had brought no batteries. We hauled boiling water with a stone boat, drained the oil, heated it beside a bonfire, filled the tanks and tried to start. After 10 minutes it was evidently impossible. We took a Ford battery, wired it in place of one of the ship's batteries and the motor started at once. By speeding up the motor to run on generator we were able to recharge the batteries. The mechanic, in error, wired the battery in wrong, but I switched to the other battery and was able to get off. The use of men and truck cost about \$50.00.

At Cleveland the battery was rewired and, strangely enough, seemed strong. Tuesday morning the mist prevented leaving till 10:05. I arrived at Bryan, Ohio, Air Mail stop, under lowering sky, serviced and left. The last 100 miles to Chanute were made through a mild blizzard, but the route, covered with railroads, is easily followed.

At Chanute an examination showed that the voltage regulator was sticking, causing my ignition trouble. The switch unit was changed, relieving the situation completely. The inspector reported the damaged wing safe enough to continue the flight. Chanute failed to radio Mitchel Field of my arrival or my departure the next day.

I left Chanute on Wednesday at 9:45 a.m. and arrived at Iowa City at 12:15, having encountered small blizzards and a severe head wind to the Mississippi, after which I found a dead calm.

The service at Iowa City Air Mail was excellent. It was from there that I succeeded in sending radios of arrival and departure.

I spent five days at home, the last two were stormy and prevented me on the following Sunday or Monday, as I had planned. On Tuesday I left Iowa

in a snow storm, losing my way twice before I reached the Illinois River. I returned by way of Chanute to bring back Private Carl, 1st Squadron, who had completed a course of instruction there. I wanted to leave Chanute at 7:00 a.m. Wednesday, but it was found that my landing gear was about to fall off, due to sheared bolts. I then had trouble getting oil pressure and did not get away till 10:00 a.m. Serviced at Bryan. At Cleveland I was obliged to wait over two hours owing to the rush hour for mail ships. I left Cleveland at about 2:45 p.m. with a strong cross wind and stopped at Claridon, intending to stay for the night, the weather being hazy to the East. The Claridon man did not encourage my desire to stay for the night. He had an Air Mail plane down which they had been unable to start for two days on account of cold and feared a like fate for me. As I desired to get back to Mitchel Field, where I was needed on Thursday, I left Claridon at dusk. As it grew dark I abandoned my map and followed the beacons, in which, in almost all cases, two were visible at a time. Then I passed one and could not find the next. I had no compass light and could not keep a correct course. I did not go too far this time but circled and picked up a light. I thought it was the continuation of the course and started on to the next light clearly visible. After a half hour I became suspicious. The ground was getting flatter instead of mountainous and the wind seemed to be on the wrong side. By cupping my hand over the compass I was able to see what faintly resembled a "W". The luminous letters had lost most of their luminosity. I landed at the first emergency field, which was Brookvale, ten miles east of Claridon. I had been flying west instead of east after my circling.

It was then 6:00 p.m. I took off, struck East and found the lights, with few exceptions, visible one from the other. I arrived at Bellefonte, circled the field and landed at 6:45 p.m. without their flood light being turned on. The Bellefonte personnel did not know I was on the way, as Cleveland had not warned them, and there was no one competent to handle the light on duty when I arrived. Weather was not very good east so I decided to stop for the night. Besides, I feared that one might look with disfavor on so much night flying with a day plane.

The next morning Bellefonte personnel found my plane in poor condition, loose flippers and general fitness being the points brought up.

In this connection I may mention that the Air Mail ships are in excellent shape. The following differences are noteworthy:

- a. More efficient wings - Loening type.
- b. L.W.F. landing gears that stand all kinds of abuse, such as "side swiping" in cross wind landing without damage.
- c. Half inch copper lines to the carburetors instead of $\frac{3}{8}$ ", decreasing danger of stoppage by bits of deteriorating hose connection.

For night flying the lights are firmly fixed on wings with excellent streamline effect. There is also a light under the fuselage fixed at an outward angle to permit pilot to inspect landing fields. Parachute flares are carried.

There seems to be a certain latitude in the Air Mail as to flying in dangerous weather, the pilot using his judgment. For example, at Bellefonte the pilot from New York, arriving at midnight, stopped because of snow squalls en route to Cleveland, and left at 9:30 a.m. the next morning.

I left at 10:00 a.m. Thursday, found clouds at 2,000 feet, climbed to 6,000 feet, above the clouds, headed east, giving a compensation of 10 degrees for the Northwest wind, and arrived directly over New York City, having seen but little of the ground through the rifts in the clouds.

The following information on some of the fields may be of interest:

- a. The new Bellefonte field is $2\frac{1}{2}$ miles south and slightly east of Bellefonte. It has practically unobstructed approaches. Best landing East - West; West - East, and diagonally. Slopes from North to South; this should be considered if landing North or South. Good service and usually can give hangar space for one plane.
- b. Claridon, emergency field, rough, with rugged surroundings. Service cannot be counted on, except for emergency.
- c. Brookvale - good emergency field in rough country.
- d. Cleveland - new field, not sodded, muddy, frozen. Will be covered with cinders. Take care to avoid boundary lights four feet high and hard to see in day time. Large, four-way field. Located ten miles West of heart of city, four miles inland on Rocky River, first stream West of city. Can be found just East of noticeable branch in Rocky

- River. Excellent service, expert mechanics. Busy and may cause delays; could not shelter my ship, but staked it carefully.
- e. Bryan, Ohio. Do not confuse with commercial field on edge of town. Air Mail field $1\frac{1}{2}$ miles North of town. Unobstructed approaches, level. Good service.
- f. Iowa City. Field near and across the River, one mile Southwest of town. Best landing Northwest to Southeast, and vice versa; also East to West; and Southwest to Northeast. Be careful Northeast to Southwest. Superior service; all personnel being extremely affable and willing.
- I desire to report the following benefit to me from this flight:

- a. Increased confidence. I found that I could reason myself out of situations about which I felt less confident previously. My experience with motor trouble, torn wing, forced landings, night flying, and night landing was invaluable to me. I had had only about 15 minutes' night flying with one landing previously, and that, on Airways last spring. I was able to fly nearly four hours and make four night landings, one of which in complete darkness, without accident. None of these landings were made with landing lights or flood lights.
- b. I gained also, by being obliged to make my own way. Affairs were not prearranged as on Airways flights, and I learned to make my own arrangements and to be my own mechanic.
- c. I learned the topography of this route, which is varied and interesting in its problems.
- d. In a word, I consider that I learned more than in any previous experience or long series of experiences in the air.

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FLYING CADETS RETAINED ON ACTIVE DUTY

Under War Department authority, the following-named Flying Cadets who have graduated from the Advanced Flying School at Kelly Field, Texas, have been retained in the service, in grade, for two years' additional training, and assigned to tactical units, as follows:

Mitchel Field, N.Y., 9th Observation Group - *Richard D. Reeve and *Russell Scott.

Langley Field, Va., 2nd Bombardment Group: - A.M. Banks, B.A. Bridget, W.S. Dawson, James R.R. Reid, E.J. Rogers, Jr., J.T. Sprague. 50th Observation Squadron: - *D.C. Walbridge.

Selfridge Field, Michigan: -

1st Pursuit Group - *J.N. Jones, Jr., *Irving A. Maso, *H.B. Wilson.

95th Pursuit Sqdn - James H. Collins.

27th Pursuit Sqdn - Clinton W. Davies.

94th Pursuit Sqdn - Leonard S. Flo

Kelly Field, Texas, 3rd Attack Group: - *D.C. Bazire, John F. Guillet, *L.S. Jamieson, P.R. Love, T.P. Nelson, G.H. Sparhawk and Y.H. Taylor.

Luke Field, Hawaii: - D.H. Alkire and G.L. Tefft.

These Cadets whose names are prefixed by an asterisk graduated from the Advanced Flying School on March 13th last.

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THE PASSING OF THE "JENNY" TRAINING SHIP

The new class at the Primary Flying School, Brooks Field, San Antonio, Texas started flying on Wednesday, March 31st, each instructor having either five or six students. For the first time in the history of the Air Service, no "Jennies" are being used for training. Although the PT, which has replaced the famous "Jenny" is a good ship, there is a great deal of wistfulness and longing among instructors for their old sweethearts. In fact, a projected party in honor of the passing of the JN6 has met with only half-hearted response, due to the sadness of the occasion.

GRADUATES FROM THE PRIMARY FLYING SCHOOL

The following-named students graduated from the Primary Flying School on March 15th last:-

REGULAR OFFICERS

Captain
 Edgar P. Sorenson
 1st Lieuts.
 Clyde A. Kuntz
 Benj. A. Coyle
 2nd Lieuts.
 William E. Baker, Inf.
 James M. Bevans, F.A.
 Earl W. Barnes
 C.P. Bradley
 Raymond M. Barton
 John W. Black
 Wm. G. Bryte
 Voris R. Connor, F.A.
 Chas. H. Caldwell
 Richard H. Dean, S.C.
 John H. Dulligan
 Joseph C. Denniston
 E.S. Emerson
 A.H. Foster
 Porter B. Fuqua
 Harold S. Gould
 Michael A. Giddens
 Wm. O. Heacock
 Robert W. Harper
 J.P. Kidwell, Inf.
 A.L. McCullough, Engrs.
 Edgar T. Noyes
 B.P. Purdue
 William G. Plummer
 Daniel H. Robertson
 Russell Randall
 Thaddeus E. Smythe
 Harry G. Spillinger
 Ernest A. Suttles
 Patrick W. Timberlake
 R. Van Brunt
 Aaron S. Yauger

NATIONAL GUARD OFFICERS

2nd Lieuts.
 George E. Decoursey
 Levi H. Dice
 David R. McCauley
 James P. McFarland
 Frank B. McConnel
 Harold Mull
 Thomas H. Strickler
 Paul Vernier
 Homer G. Swett
 W.W. Wadsworth

RESERVE OFFICERS

2nd Lieuts.
 E.W. Berlin
 Chester N. Byles
 Charles O. Garrels
 J.L. Hosch
 Frank D. Klein
 Reuben Kyle, Jr.
 Harold A. Lidster
 Charles B. Overacker
 Milo E. Oliphant
 E.A. Peterman
 Charles A. Ross
 Manning D. Seil
 Jeffrey R. Starks
 Horace E. Weihmiller
 Fred H. Wilson
 Walter C. Wilson

Lt. Argentine Navy

D. Clizio Bertucci

FLYING CADETS

W.R. Alleman
 Leo C. Allen
 Harold C. Beddle
 A.L. Bennelisha
 John E. Bodle
 Kenneth W. Boyd
 Eugene R. Brown
 K.E. Corrigan
 H.H. Bruce
 Arthur E. Derby
 J.P. Dickson
 Wm. H. Doolittle
 C.W. Eshleman
 Ford L. Fair
 Carlisle I. Ferris
 Dale D. Fisher
 N.A. Fuller
 O.C. George
 Harold E. Gray
 B.M. Hovey, Jr.
 M.A. Jevnager
 Howard F. Jones
 Paul J. Kanuit
 A.S. Keim, Jr.
 Ruseell Keillor
 A.M. Kelley
 Douglas T. Kelly
 Ford J. Lauer
 Ernest H. Lawson
 Alfred J. Lewis
 Kerwin Malone
 C.R. Matthews
 A.E. McClimans
 E.D. McCarthey
 E.L. McMillen
 Charles L. Nichols
 Harvey R. Ogden
 R.G. Parker
 B.J. Peaslee
 Homer J. Rader
 Sam P. Rady
 Osborne R. Reed
 Stewart A. Reiss
 Earl C. Robbins
 E.H. Robinson
 Harold V. Smith
 Keith Roscoe
 H.T. Sperry
 M.D.S. Steensen
 Geo. F. Stowell
 Louis P. Turner
 Frank K. Park
 D. Van Duyne
 Ray H. Varney
 Dan F. Voorhess
 H.A. Wheaton
 Ralph T. Wickford
 Phillip Y. Wynne

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FAST FLYING IN "DAWN TO DUSK" SHIP. ✓

The famous "Dawn to Dusk" plane, in which Lieut. Russell L. Maughan made his record-breaking transcontinental flight, still has some of its speed left. It was recently flown by Lieut. Kirtley J. Gregg, Adjutant of Selfridge Field, on a cross-country trip to Bolling and Langley Fields and return. Lieut. Gregg spent two days on the trip and his total flying time was 10 hours and 25 minutes for the four flights. The flight from Selfridge Field to Bolling Field was made in 3 hours, 40 minutes, while the return flight was made in 4 hours, 20 minutes, leaving two hours for the flight from Bolling to Langley Field and return.

The "Dawn to Dusk" ship is assigned to the 17th Pursuit Squadron at Selfridge Field.

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RETIREMENT OF STAFF SERGEANT BERNARD H. SPELBRINK

The 1st Pursuit Group at Selfridge Field, Mich., passed in review on Monday, March 29th, in honor of Staff Sergeant Bernard H. Spelbrink, who was retired on this date upon completion of more than 30 years' service

in the United States Army, including double time for foreign service.

Staff Sergeant Spelbrink, although retiring in the grade of Staff Sergeant, will receive retirement pay of a Warrant Officer by reason of the fact that he rendered honorable service as a commissioned officer during the World War. After having been discharged as a commissioned officer Sergeant Spelbrink accepted an appointment as a Warrant Officer and upon completion of 30 years' service resigned his appointment as a Warrant Officer for the purpose of re-enlisting in the Army as an enlisted man in order that he may become eligible for retirement for service. There is no question that Sergeant Spelbrink could easily have attained the highest grade of Master Sergeant had he chosen to reenter the Army again - after his commissioned service - as an enlisted man.

Staff Sergeant Spelbrink entered the service by volunteering in the 3rd United States Engineers in 1898, during the Spanish-American War, and served in Cuba in that enlistment. He has also seen service in the Philippine Islands during the Philippine Insurrection in 1900 to 1903, and took part in the Samar Relief Campaign. He saw service on the Mexican Border during the Mexican raids of 1916; and served as a commissioned officer with the General Staff at Washington, D.C., during the World War. He joined the 1st Pursuit Group, Air Service, at Kelly Field, Texas, in 1921, and has served with the Group since that date.

Sergeant Spelbrink has made a most enviable record in not having lost a single day during his entire service through absent without leave or other mis-conduct, and all of his discharges have been with excellent character. He leaves Selfridge Field with the best wishes of every officer and enlisted man for his success and long life. He is a fine fellow. If we had his money and his leisure we'd go to some place where it is neither too cold nor too warm with an armful of fishing poles; some place where we'd only have to put on a white shirt at Christmas time, and let the world pass by. But Mr. Spelbrink is by no means past usefulness so he'll probably keep pace with the rest in the mad race for worldly pelf.

Mr. Spelbrink was presented with a fine traveling case equipped with a complete assortment of toilet articles as a remembrance of his days with the First Pursuit Group. But he will not need this case to remember his service, for thirty years therein makes an indelible impression upon the memory, and he will look back upon the past with longing and happiness.

Captain V.B. Dixon, Commanding Selfridge Field and the Group, in orders publishing Sgt. Spelbrink's retirement commended him for the excellent record he achieved and held him up as a shining example to all enlisted men of the Group who desire to make the Army their career.

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NEW LANDING FIELD AT SPRINGFIELD, MO. ✓

Springfield, Mo., the half way point between Scott Field, Illinois, and Hatbox Field, Muskogee, Okla., has established a splendid landing field just east of town. It is easy to locate, being marked by a 100-foot circle. It is understood that local authorities are to erect a hangar and install servicing facilities without delay. A considerable portion of military traffic is now following this route, stopping at Springfield for fuel when necessary. From the enthusiasm shown and reception accorded visiting pilots one may vision another Muskogee on the horizon.

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CRASH NARROWLY AVERTED ✓

An unusual incident, which might easily have resulted in a serious crash, occurred at Kelly Field, Texas, on the afternoon of March 22nd. Lieut. N.D. Frost, pilot, with Privates C.T. Flint and A.D. Webb, all of the 3rd Attack Group, were drop-testing parachutes from a Martin Bomber. Three packs with 250-lb. weights attached were suspended in the bomb racks of the plane, and arranged to drop singly. For some unknown reason the first parachute failed to release and when the second one was let go, it tore into the first one, tearing the pack loose from its fastenings and leaving it suspended several feet below the fuselage, from the weight which remained secured in the rack. The rip cord was soon pulled out by the swinging pack, permitting the chute to open. A sudden reduction of speed was felt, the tail swung skywards and the plane nosed down at an angle of approximately 45 degrees. The test was initiated at 1500 feet, and

when the incident occurred the bomber was rendered uncontrollable for a few seconds until the parachute fortunately broke away from the plane. Approximately 500 feet were lost before the ship was again under control. No damage was done beyond a small rip in one of the parachute panels.

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THE MAINTENANCE BRANCH OF THE FIELD SERVICE SECTION

Although the maintenance Branch of the Field Service Section at Fairfield, Ohio has been in operation since the office was started under the name of Property Maintenance Cost Compilation, the scope of its duties and accomplishments are not generally known. A brief outline of them may, therefore, prove interesting.

Primarily the Maintenance Branch is charged with the duty of governing maintenance activities for all the units of the Army Air Service. It oversees the operation of the Engineering Departments of Repair Depots and Service Squadrons and acts as a clearing house in passing upon new ideas concerning methods of doing work or tools and equipment for same. This tends to standardize the work at all activities, at the same time enabling each to benefit by inventions or improvements regardless of where they originate. This procedure quite naturally reacts to the bettering of the entire Service.

Another of the major duties of this Branch is the handling of Unsatisfactory Performance Reports. These reports furnish an accurate gage on the difficulties encountered by the Service and are used as a basis for the re-design or changing of equipment. A complete file is maintained on these reports which is referred to in all cases when recommending changes in equipment, drawings, or specifications.

Another of the reports used by this branch in determining the serviceability of equipment and what changes are necessary for same, is the Aircraft Accident Report. Thorough investigations are made, where possible, to determine the cause of each wreck and a cross reference file is kept up to date on them. The results of these investigations and the file on wrecks, has proved to be one of our most valuable sources of information. This information is compiled periodically and combined with the reports covering the number of planes in active use and their flying time. It can readily be seen that almost any amount of pertinent data is available in the combination of these reports, and it is believed that their continued use will be of great benefit towards reducing the percentage of accidents.

Closely allied to the handling of the Unsatisfactory Performance and Aircraft Accident Reports is the compiling of Technical Orders which is a duty of this Branch. These orders have in the past been used to cover technical information or necessary changes to equipment, and are based in the majority of cases upon the reports from the Service.

The enlarging of the Technical Order system has recently been authorized to cover practically all information formerly issued in the form of Air Service Information Circulars, hand books, etc. This will increase to a considerable extent the work of the Maintenance Branch, as all Technical Orders will either be compiled by them or will be forwarded to them for approval before issue. The new system, gathering together as it does all data in one file, will be far more accessible and of much greater value than the former unrelated issues.

One of the first of the new type of Technical Orders will be an order covering the Liberty Engine. The need for up-to-date information on this subject has been realized for sometime but it was not thought advisable to attempt its publication until all points of storage, overhaul, shipment, testing, etc., could be compiled and issued as a compact unit which would be readily available for instruction and reference. Foreseeing the possibilities of the new system, steps have been taken to compile complete and detailed data on the Liberty Engine. The work on this order has progressed slowly due to the exacting research necessary and to the time required for the development and designing of special tools, fixtures, etc., approximately sixty (60) having been completed to date. However, due to the excellent cooperation received from the Engineering Division, it is hoped to have this order ready for issue in the near future.

Included in the work of the Maintenance Branch is the checking and approval of all changes on Standard equipment and the recommending of what effect they will have upon stock on hand. This problem is being given more attention from day to day in an endeavor to reduce the number of changes to a minimum. Eventually it is hoped to have equipment in use remain unchanged.

except where it is found to be a matter of necessity to prevent accidents or failures.

During the past year great strides have been made towards the disposal of obsolete and surplus material. Although a lot of work has been completed in this line, there are still many items of old equipment, largely remaining from war stocks, which should be sorted over and those not required disposed of. Work on these items will be expedited in every possible way, so that the expense of storing this material will be obviated.

What is believed to be a noted improvement in exhaust valves for Wright engines was recently developed by the Engineering Division and turned over to the Maintenance Branch for testing. This consists of remodeling the present valves into a salt cooled type. The results of tests on a number of these new type valves indicates that their use will improve the operation and reduce the maintenance of the Wright Engine to a marked degree. Accordingly, steps have been taken to have a number of valves reworked into this type, and it is hoped to have a considerable quantity of them installed for the coming training season.

The desire of the Maintenance Branch is to keep in close touch with Service activities, so that it will be possible to give full cooperation in thrashing out difficulties and in standardizing methods of maintenance. Several trips have, therefore, been made during the past year by personnel from this Branch, during which nearly all activities were visited. These visits were not made with the intention of criticising present methods but with a hope that personal contact would clear up misunderstandings and result in a fuller understanding of what is needed and desired for the betterment of the entire Air Service.

The results from these trips far exceeded our expectations or hopes, as all activities were found to be willing and desirous of cooperating to the fullest extent. Also numerous misunderstandings were cleared up and a fund of valuable information secured. It is hoped that trips of this nature can be continued in the future.

The information secured on trips made by personnel of the Maintenance Branch is thoroughly investigated immediately after return, and action taken, if possible, on all items. When action cannot be taken, the data is forwarded to whatever Branch of the Air Service is concerned or is filed pending opportunity for its use.

In order that the Service view point may be given consideration, a representative of the Maintenance Branch is usually requested to attend conferences and meetings of committees or boards. This affords an opportunity for presenting the compiled data and information received from the Service through reports and correspondence, together with that which is obtained during visits at activities. This procedure brings to the front the recommendations of the men who have the actual handling of equipment in the field.

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GETTING LUNCH ON THE FLY ✓

It was noon time and the crew aboard the Airship TC-4 from Langley Field began to get hungry. They had taken off from Langley Field for a special demonstration flight over Newport News, Va., at 11:10 A.M. and were not due to return until 3:00 P.M. Flying low, they could see the people on the yachts eating lunch, which made them still more hungry. Some one of the crew thought of a plan to have lunch served while flying, and a line was dropped down to one of the pleasure yachts that were on the river. Some fair maiden tied a basket of sandwiches to it, which was hauled aboard the airship, and lunch was served.

The occasion for the flight of the TC-4 over Newport News was the launching by the Newport News Ship building and Dry Dock Company of nine ships and the laying of keels for three more. Although the weather on March 20th was far from ideal for flying, Capt. Chas. P. Clark took off. The crew, besides Capt. Clark, pilot, consisted of Lieut. W.A. Gray, pilot; Tech. Sgt. C.H. Johnson, Engineer, and Private J. Winters, Rigger. On board were also Mr. M.D. Cooke, Photographer for Pathe News and Mr. B.E. Dardaine, Photographer for Fox News. The ship stood by and circled over the city and water front at a fairly low altitude during the program, giving the persons on the ground an opportunity to see it. Both Messrs. Cooke and Dardaine took many interesting photographs of the launching of the ships and of the crowd of people, which was the largest ever assembled at Newport News.

The TC-4 started to return to Langley Field at 2:50 P.M., arriving at the hangar at 3:00 P.M.

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CHIEF OF AIR SERVICE INSPECTS AIR SERVICE ACTIVITIES AT SAN ANTONIO

On Monday, March 22nd, Major General Mason M. Patrick, Chief of Air Service, inspected the Air Intermediate Depot at Duncan Field, remaining as the luncheon guest of Major Lackland, Commanding Officer of that Field. A dinner party, attended by the field officers on duty at Kelly, Brooks and Duncan Fields, was held on the same day at the Menger Hotel in honor of General Patrick, following which a reception and dance for all Air Service Officers of the above named fields and the Second Division and Corps Area Air Service was held at the Balloon Hangar at Brooks Field at 9:00 P.M. At General Patrick's request, entertainments and social engagements for him were reduced to a minimum, and the reception at Brooks Field was tendered by the combined Air Service fields, the Brooks Field Balloon Hangar being considered the most appropriate place to hold same.

On March 23rd General Patrick inspected Brooks Field, and the 24th, 25th and 26th were devoted by him to an inspection of Kelly Field.

A tactical problem was executed for the General by the 3rd Attack Group on March 26th. Field orders were issued by Group Headquarters and in turn by the 8th and 90th Squadrons. A report was rendered by flight leaders upon completion of the mission, consolidated at the Operations Office, and the complete report forwarded to General Patrick. The enemy airdrome at Moore and Jensen were completely demolished.

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PROGRESS OF THE ADVANCED FLYING SCHOOL

On the present class of the Advanced Flying School at Kelly Field, Texas, which started with 95 students, one has been relieved due to physical disability and 94 students are now in training. On March 31st, 41 students had progressed to solo and 53 still remained on dual flying. The class has so far been unfortunate in their number of flying days since arrival at Kelly Field, as March 31st was the 19th working day of the course and during that period there were only 9 flying days, the other 10 days not being available for flying due to low clouds with fog and rain. The present class at the school began with 35 officers of the Regular Army, two Marine Corps officers, one officer of the Argentine Navy and 57 flying cadets. There are four special observation students sent here for the six months' course in Observation Aviation. Owing to the small number of flying days, this present class averaged about one hour and 20 minutes per student the first week of training, forty minutes per student the second week and 2 hours and 50 minutes per student the third week. The class has been flying DH's since the transfer of the O2's to the Attack Group.

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COAT OF ARMS FOR 10TH SCHOOL GROUP

A coat-of-arms for the 10th School Group, Kelly Field, Texas, was approved by The Adjutant General of the Army and will be worn on the campaign hats and on the shoulder straps of the personnel of that organization. The new decoration is not as yet available, but will be placed on sale in the Post Exchange soon. It sets forth the history and purpose of the Advanced Flying School. The School motto "Constituimus Victoriam", (We Organize Victory) is inscribed on a curved streamer directly under the shield. The shield is of azure, and sets forth a lighted torch between a rose and a thistle and over a fleur-de-lis. The torch of light represents the torch of knowledge or training, and the observation section of the School. The other three branches of the School, Attack, Bombardment, and Pursuit aviation, are represented by a clenched fist, holding an arrow and a bolt of lightning. The clenched fist represents the Attack Branch, the arrow the Pursuit Branch, and the lightning bolt the Bombardment branch. The rose, the thistle and the fleur-de-lis surrounding the torch of knowledge represent England, Scotland and France, former sojourning places of units of the 10th School Group. The 10th School Group, or Advanced Flying School, was organized into one composite organization at Kelly Field during June and July of 1922. It was formed from the following units: Headquarters, 40th, 41st, 42nd and 43rd School Squadrons, the 68th Service Squadron, and the 22nd Photo Section.

The 40th Squadron was organized in San Antonio in 1917, and was sent to England almost immediately. It was stationed for some time in Scotland, and then sent to France. The 42nd and 43rd Squadrons and the 68th Service Squadron were also organized in San Antonio. The two School Squadrons were organized in 1917 and the service squadron in 1922. The 43rd Squadron first trained at Ellington Field, Houston, and was then sent to England, and later to France. The 22nd Photo Section was organized in 1917 at Madison Barracks, N.Y., and was sent to France within three months returning to the United States in 1919.

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AERIAL PHOTOGRAPHIC ACTIVITIES OF THE ARMY AIR SERVICE ✓

During the year 1925 there has been a great increase in the demands upon the Army Air Service for aerial photographs for military, map-making and other purposes, and a decided increase in the variety of purposes for which photographs are used. In addition to the routine necessities of training, extensive photographic operations for practically all branches of the Army have been accomplished and photographic mosaics and aerial photographs for map-making and various aerial survey purposes have been furnished to cover areas of approximately 8,000 square miles. By far the greatest demand for aerial photographs has emanated from Federal agencies outside the War Department, particularly the Geological Survey, whose schedule submitted to the Air Service for the fiscal year 1926 calls for the photographing of areas approximating 40,000 square miles. Forty percent of the entire mapping in the United States for 1925 by the latter Department was accomplished by the aid of aerial photographs furnished by the Army Air Service. In the latter part of the year, active participation was begun in the Geological Survey schedule for mapping the entire United States, according to the Temple Bill Act passed by Congress in March, 1925.

As only about 43% of the country has been covered with topographic maps and many of these maps will have to be revised or the areas re-surveyed to provide maps of the present day standard, the Geological Survey estimates that photographs will be required of about 2,000,000 square miles of areas within the territorial limits of the United States under the Temple Bill program. It is estimated that between ten and fifteen million dollars will be saved on this project by the use of aerial photography as compared with what it would cost if the work was done by ground survey alone. In addition, there is approximately a 50% saving effected in the time consumed over the old methods, and an improvement in the quality of the maps has resulted. The greatest proportion of economy has come in the work of revising maps. In some instances, nearly the entire work of revision has been accomplished by means of aerial photographs, so that a saving of as much as 75% of the cost of ground methods has been effected. The photographs are being used in standard topographic mapping to prepare plane table field sheets with surface data, such as roads, railroads, streams, woodlands and other features which are ordinarily obtained by ground work. These plane table field sheets are used by topographers who go over the ground to add the contours, names, boundary lines and other information to complete the map.

The Army Air Service has furnished to the Geological Survey multi-lens photographs during the year of approximately 9,000 square miles in various parts of the country. The total area photographed for the War Department and all other Federal Departments during 1925, was approximately 22,000 square miles. The bulk of the mapping work has been accomplished with the tri-lens camera developed by the cooperative efforts of the Corps of Engineers and the Army Air Service. The four-lens camera which is an improvement over the tri-lens camera has been developed and satisfactorily field tested, and a sufficient number of these cameras are being constructed to enable the Air Service to double its capacity for photographing large areas rapidly.

In addition to the mapping activities outlined, the work of making photographic mosaics and aerial views of the water routes and docking facilities of all the important harbor cities on the Atlantic, Pacific and Gulf Coast, for the Board of Rivers and Harbors, was practically completed. In addition, mosaics were made of reservations and training areas occupied by the General Service School, Infantry, Cavalry, Artillery and Medical Schools, and West Point, for use in their training courses. Mosaics and aerial photographs are also now available of all Army stations, forts and flying fields in the United States and Insular Possessions.

The Army Air Service now has 15 organizations known as photographic sections in the various Corps Areas throughout the United States, and three in

our Insular Possessions. These photographic sections are established at flying fields and have well equipped laboratories for finishing the photographs made by Army squadrons. Several new developments for military purposes have been successfully carried out by the Army Engineering Division at McCook Field. Among the notable features was the first successful aerial photographs made at night by the use of flash-light bombs dropped in parachutes from the photographic plane. Another feature was the method for the rapid developing and finishing of aerial photographs in the airplane while in flight. In experiments carried out during military maneuvers at Fort Leavenworth, Kansas, aerial photographs were made and dropped to transmitting stations, where they were sent by phototelegraphy to New York and San Francisco, and excellent photographs reproduced in those cities 28 minutes after exposure was made in the airplane.

A study of the following list of projects completed during 1925, indicates the variety and extent of the photographic work accomplished by the Army Air Service:

Projects for the Geological Survey

9,000 square miles of area in New Hampshire, Vermont, New York, Illinois, Missouri and Texas for mapping purposes.

Projects for the Corps of Engineers

Mississippi River from the mouth of the Missouri to the mouth of the Ohio. A strip of tri-lens photographs covering the course of the Mississippi River for approximately 200 miles.

Tri-lens photographs of Rainy Lake Watershed, covering the boundary lakes between Minnesota and Canada. Area photographed approximately 1,200 sq. miles.

Photographs for river surveys covering total areas of approximately 5,000 sq. miles in sections Tennessee, southern Kentucky, southwest Virginia and western North Carolina.

Photographs of Ft. Humphreys and Indian Head Quadrangles, Va., approximately 400 sq. miles, for use by the Corps of Engineers in course of instruction on aerial photography and map-making at the Engineer School, Ft. Humphreys.

Mosaics and sets of oblique views of the Tennessee River and Wilson Dam, adjacent to Muscle Shoals, Ala., for the Corps of Engineers.

Mosaic and oblique views of Horseshoe Falls, Niagara, N.Y., for the District Engineer, Buffalo, N.Y., to be used in the study of erosion.

Projects for the War Department.

Photographs of an area approximately 200 sq. miles in the vicinity of Gettysburg, Pa., for General Service School, Ft. Leavenworth. Completed and delivered.

Tri-lens photographs of an area of approximately 1,000 sq. miles of the Reservation at Ft. Riley, Kansas for the Cavalry School.

Tri-lens photographs of a strip 10 miles wide covering the borders of Texas and Mexico, extending from Roma, Texas, to the mouth of the Rio Grande. This project is for the International Boundary Commission Texas-Mexico.

Photographic mosaics at a scale of 1/15000 of the border areas surrounding the proposed Shenandoah and Great Smoky Mountain National Parks in Virginia and Kentucky, approximately 1,500 sq. miles.

Photographs of the Nacona Gas Field, Okla., approximately 400 sq. miles, for the U.S. Helium Production Plant, Ft. Worth, Texas, in the study of proposed routes for pipe lines.

Photographs of the border territory, El Paso to Fort Quitman, Texas, covering an area of approximately, 600 sq. miles, which takes in both sides of the Rio Grande, for the Mexican Section of the International Boundary Commission.

Projects for other Federal Departments.

Mosaic to the scale of 1/10000 of an area ten miles wide paralleling Long Island Sound, extending from the Housatanic River to the New York State Line, for establishing the location of a new highway, made for the Bureau of Public Roads.

Photographs of the Hudson River, vicinity of Croton Point, N.Y., for the U.S. Coast Guard in locating submerged objects.

Photographs of Rice Fields, between Lake Charles and Lafayette, La., covering an area of approximately 200 sq. miles, for the Department of Agriculture for use in the study of possibility of crop estimates by aerial photography.

RESTRICTIONS ON RESIGNATIONS OF OFFICERS ATTENDING CIVIL INSTITUTIONS

A letter from The Adjutant General of the Army, addressed to all Chiefs of Branches of the Army, dated April 1, 1926, reads as follows:

"1. With reference to the detail of commissioned personnel of the Army to civil institutions, the following certificate will be required of all officers attending a full course of instruction at a civil institution:

I _____ certify that I will not resign from the United States Army within a period of three years subsequent to the termination of the course at _____ unless circumstances arise which cannot be foreseen and which in the opinion of the War Department are deemed a justifiable basis for the abrogation by the War Department of this agreement.

By order of the Secretary of War:

ROBERT C. DAVIS,
Major General,
The Adjutant General."

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NAVY ENTRIES IN SCHNEIDER TROPHY RACE

The Secretary of the Navy has authorized the Bureau of Aeronautics, Navy Department, to make available three airplanes for entry as the United States defenders in the Schneider Cup Airplane Race to be held during the week of October 24th to 31st next. The National Aeronautic Association has entered these three airplanes to defend the Schneider Cup against the three seaplanes entered by the Aero Club of Italy.

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GREAT BRITAIN NOT TO COMPETE IN SCHNEIDER RACE

Great Britain has definitely decided not to compete for the Schneider Trophy this year. At a meeting held at the Royal Aero Club on March 19th last, at which representatives of the British Air Ministry, the Royal Aero Club, the Society of British Aircraft Constructors and others interested in the Schneider Cup were present, it was unanimously decided that it was inexpedient for the Royal Aero Club to make a challenge for the Schneider Cup Race this year.

The British Aeronautical publication FLIGHT makes the following editorial comments on the above:

"In order that the reasons for the decision may be fully appreciated, it will be necessary to refer back briefly, to the earlier history of the Schneider Cup race. When the trophy was first put up by M. Jacques Schneider, a member of the famous French armament firm of that name, it is fairly safe to say that no such speeds and engine powers as reached by modern machines had been contemplated. The earlier Schneider Cup machines were powered with engines of round about 100 H.P., and the machines themselves were not so expensive to build but that aircraft firms, or even private individuals, could afford to enter. Gradually, however, the engine powers employed grew, until something like 700 H.P., has been reached, with every indication that still higher horse-powers will be called for. This has naturally meant not only a vast increase in the cost of engines, but also an equally large increase in the cost of the machines as a whole, and - what is perhaps even more important - the necessity for a much longer period of preparation, not only in the matter of testing machines, engines, airscrews, floats, etc., thoroughly, but also in the preparation of the pilots, the handling of such high-speed machines requiring special training and a great deal of practicing.

It is thus seen that from every point of view the Schneider Cup race has become infinitely more difficult than it was in the earlier days - financially, technically, and as regards the human element. To the credit of the United States it must be said that they were the first to realize that the only way of tackling the Schneider Cup problem with any hope of success was to make of it a national affair. This they proceeded to do, and in 1923, when they challenged Great Britain at Cowes, they sent over machines and crews backed by the financial and best technical resources of the United States Government. As all the world knows, the Americans won a decisive victory at Cowes, but what everyone did not realize was that America had changed the nature of the Schneider Cup race from a more or less private sporting affair to putting it on a national basis.

The British Government has been slow to follow suit, but last year a beginning was made, by ordering a few machines and permitting their constructors

to enter them in the race. This year still greater support had been promised, but the fact remained that if we were to have any hopes of winning the Schneider Cup very strenuous efforts had to be made, and the time for making them was considered too short. As a result the decision not to enter. Under the circumstances we feel that this decision was the only one to which those concerned could have come. To have rushed machines through for the race, only to discover at the last minute some unexpected 'snag', which would have prevented them from putting up a creditable performance would scarcely be calculated to increase British prestige abroad, and that being so, it is surely more dignified to be perfectly frank in the matter, and to state that we regret that we do not feel that we can undertake the construction of machines in time for October.

While on the subject of the Schneider Cup, it may be stated that the Royal Aero Club proposes, at the next meeting of the Federation Aeronautique Internationale in September, to suggest that in the future the Schneider Cup race (if it be still an existing event) be held, not annually, as in the past, but every other year. The suggestion is a very practical one, as the difficulties of building and testing machines for the race have now become such as to require a much longer period of preparation. Whether the suggestion will meet the views of other nations is, of course, somewhat problematical.

This brings us to the question that will naturally be asked, i.e., will there be a race this year? The answer to that rests mainly with America. If no country enters machines, America has a perfect right to claim a 'walk-over'. She has already once foregone that right - a sporting gesture which this country duly appreciated - and if she should decline to declare 'no race' this year, small blame could attach to her. In that case the Cup would become the permanent property of the United States; and the question would then arise whether a new cup should be offered, and if so under similar conditions or under totally different ones".

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A MEMORIAL TO MAJOR BENEDICT ✓

A bronze tablet in memory of the late Major C.C. Benedict, Air Service, presented by the class of 1925, Air Service Tactical School, was unveiled on April 5th in the Tactical School Library, Langley Field, Va., by Mrs. C.C. Benedict, during a short but impressive ceremony. The tablet was formally presented by Captain John G. Whitesides, Air Service, a member of the class, and was accepted by Major Oscar Westover, Air Service, Commandant of the Air Service Tactical School.

Major Benedict lost his life in an aircraft accident while a student at the Air Service Tactical School, and the tablet just unveiled constitutes a fitting tribute to his memory by his class mates.

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WAR DEPARTMENT ORDERS AFFECTING AIR SERVICE OFFICERS

Changes of Station: 2nd Lieut. Lyman P. Whitten, McCook Field, to Hawaiian Department, sailing on or about May 19th.

Orders amended assigning 1st Lieut. Wm. W. Welsh to Kelly Field upon completion of tour in Panama, instead of Langley Field.

1st Lieut. Charles G. Brenneman assigned to duty at Denver, Colo., as assistant Air Service instructor, Colorado National Guard.

Major Jacob E. Fickel, upon completion present course of instruction at Command and General Staff School, Ft. Leavenworth, to proceed to Washington for duty in Office, Chief of Air Service.

1st Lieut. Donald R. Goodrich detailed with Organized Reserves, 6th Corps Area, and assigned to duty with 85th Division, Detroit, May 1st.

2nd Lieut. Howard G. Davidson from 10th School Group, Kelly Field, to Scott Field, Ill.

Major Wm. B. Duty and Captain David S. Seaton relieved from assignment and duty as students, Command and General Staff School, Ft. Leavenworth, Kans., at such time as to enable them to sail for Philippines on or about August 20th.

Transfers: 2nd Lieut. John L. DePew to 2nd Cavalry, Ft. Riley, Kans.

2nd Lieut. Wiley T. Moore, to Field Artillery, March 24th.

2nd Lieut. Richard G. Herbine to Infantry, March 18th.

2nd Lieut. Raymond C. Conder to Field Artillery, March 24th.

Leaves of absence: 1st Lieut. Frank Kehoe, Jr., 2 months, March 28th, on account of sickness.

Captain Earl H. DeFord one month, 15 days, upon arrival at San Francisco.

NOTES FROM AIR SERVICE FIELDS

Kelly Field, San Antonio, Texas, March 26.

Eighteen cadets were graduated in the last class at the Air Service Advanced Flying School. Ten were discharged and returned to their homes. Eight remain in the service and will be detailed for a two-year tour with tactical organizations. Two of the latter were assigned to the 3rd Attack Group.

Flying Cadet Leland S. Jamieson, who graduated from the last class of the Advanced Flying School, was transferred to the Attack Group, thus increasing the Group flying cadets to four.

Second Lieut. Richard W. Gibson, recently injured in an airplane crash while undergoing flying training, was released from the Base Hospital.

1st Lieut. Wm. S. Gravely, returning from Santa Monica, Calif., in a Douglas Transport, stopped at Tucson, Arizona, to pick up Lieuts. R.K. Stoner and J.C. Hodgson, Brooks Field pilots, whose plane was stranded at that place. Lieut. Gravely had ferried five Kelly Field pilots to Santa Monica, where they will receive and ferry back a quintet of the new observation planes.

In addition to his other duties, Capt. Burdette S. Wright has been appointed Post Operations Officer, Fire Marshal, News Officer, Accident Investigating Officer and Maneuvering Officer.

Three flying cadets who graduated from the Advanced Flying School March 15th will leave during the month in AT-1 training planes for Selfridge Field, Mich. They are ferrying the planes to that place for the 1st Pursuit Group, from the San Antonio Air Intermediate Depot at Duncan Field.

The Attack Group has been materially increased in officer personnel since the middle of March by assignment of 1st Lieut. Ralph H. Stearley, 2nd Lieuts. Arthur L. Bump, Jr., Herbert W. Anderson and Howard M. Turner, all graduates of the Advanced Flying School March 15th. In addition, flying cadets Jamieson and Bazire, also graduates of this class, were assigned to this Group. Cadet Bazire was granted sixty days' leave of absence for the purpose of study in preparation for examination for commission in the Regular Army. The assignment of the above officers and flying cadets will greatly aid the proper functioning of the 3rd Attack Group, as it has been sorely in need of such personnel.

Captain Ross F. Cole, Commanding Officer of the 8th Attack Squadron for the past year, was transferred to the 10th School Group, and has taken command of the 42nd School Squadron. 1st Lieut. Dwight J. Canfield has assumed command of the 8th Attack Squadron.

First Pursuit Group, Selfridge Field, Mich., March 23rd.

Another flood! The Group should be equipped with amphibians if it is to fly in this weather. Continuous rains for the past three days reduced the level grass covered surface of our flying field to a shallow soggy-bottomed lake. Landing a fast pursuit ship now is similar to a shower bath without the modern conveniences.

Due to these rains an AT-1 hit a rut the other morning in taking off for formation and nosed up, breaking the propeller and a wing skid. However, it was ready for formation the following morning, the crew putting in a little overtime and forgetting to punch the clock. The passenger said he got a thrill out of it, and then he and the pilot both growled about it being tough luck. They all like to fly here.

Cadets John B. Jones, Irving A. Mast and Harold B. Wilson were transferred to this field from Kelly Field for advanced pursuit training. Cadets Jones and Mast were assigned to the 17th Pursuit Squadron and Cadet Wilson to the 94th. These cadets will, it is believed, ferry three AT-1 airplanes from San Antonio Texas, to Selfridge.

Each organization has its P-2 and each seems to be having a little trouble with the V-1400 engine. This ship is about 33 pounds lighter than the P-1, and with its additional 100 horsepower it is said to walk away from the P-1 either on straightaway or in a climb. Due to contemplated changes, everything but test and airdrome flying of these ships was prohibited.

We now await with interest the debut of the O-1. It is a two-seater, and that means a lot of hops for the mechanics. The rear cockpit is almost on the tail and that ought to bring a few thrills.

The authorized allotment of Air Service enlisted men for this field having been reduced to 608 by Headquarters Sixth Corps Area and the field being slightly over strength, 15 men were transferred to Scott Field, Ill., and 10 to the 3rd

Battalion, 2nd Infantry, at Fort Brady, Mich. The enlisted men transferred were all volunteers, and they will in all probability enjoy the change of station.

The Group selected the following men to represent it in the Corps Area Athletic Meet at Chicago, Ill: Basketball - Tech. Sgt. McGaha, Staff Sgt. Reist, Sgts. Freedlund, Healey, Corporals Morin, Shannon, Pvts. 1st Cl. Tolish, Tahnke, and Pvt. Youchum. All of these men are assigned to the 95th Pursuit Squadron except Corporal Morin, who is with the 57th Service Sqdn.; Boxers - Staff Sgt. Scheib, Corp. Deshone and Pvt. 1st Cl. Delosier, all of the 94th Pursuit Squadron; Pvt. 1st Cl. Dombrowski and Pvt. Meury, 57th Service Sqdn.

The Group holds high hopes for the basketball team. It has played together for two years and worked so smoothly that little or no improvement could be made on it from the personnel of the field. They have speed, and their passing, short and snappy, is beyond reproach and their team work, too, is excellent. They should do well. Of the boxers, "Whitey" Dombrowsky stands out. He has won several matches from Detroit's best and should experience little difficulty at Chicago unless they give him an iron man to fight. He weights 122, is perfectly proportioned and a whale of a fighter.

Lieuts. S.T. Smith and L.S. Smith, both of the 94th Squadron, were high for this week's aerial gunnery with 49% and 47% respectively. They would make most any enemy ship look like a sieve.

Selfridge Field, Mt. Clemens, Mich. March 30.

Due to the very poor condition of the flying field, which made the landing of any type ship hazardous, and poor visibility, very little aerial gunnery was participated in. No pilot was able to fire more than the stipulated 100 rounds of .30 caliber. Lieut. Bettis was high scorer for the week with 73 hits out of a possible 100; Lieuts. Irvine and Johnson were second and third with 58 and 53 hits, respectively, out of a possible 100.

A big "V" formation of enemy aircraft winged its way across the sky as we were running the ships up this morning. They made no sound and were not noticed until far out over the lake headed almost due east. Everybody is trying to get a chance at the anti-aircraft guns now, but the lake is still frozen over and the geese were too high anyway.

Lieut. Bettis departed by rail for San Antonio, Texas, to take charge of the flight of three type AT-1 airplanes which are to be ferried here. It is very probable that he will not break any speed records on this trip - not in an AT-1.

Cadet Collins, pilot of an AT-1, with a Mr. Crawford of Detroit as passenger, flew to Akron, Ohio, for cross-country training.

Lieuts. Ash and Burgin, A.S. Reserve, finished their six months' active duty training on March 31st.

Brooks Field, San Antonio, Texas, March 23rd.

General Patrick arrived in San Antonio Sunday morning and spent Tuesday inspecting the activities at this station. Monday evening, following a dinner given for him by the Air Service field officers stationed in this vicinity, there was a reception and dance in the Balloon Hangar in his honor.

From the 24th to the 28th of March all permanent officers were exposed to an instructor's course, the purpose of this being to make sure that all students are instructed in each phase of the work in as near as possible the same manner. Each officer was scheduled to ride with each of the following "old reliables" - Johnny Corkville, Hex McClellan, Bivins and Nelson.

Flying time for Brooks Field for the week ending March 19th was as follows: Aircraft hours, 151:40, Man Hours, 249:40; Cross-country hours, 126:30, Cross-country man hours 207:30.

These two weeks of rainy weather have done a great amount of good both to the flying field and the post garden. We have quite a garden here this year. About a month ago Captain King was presented with a hoe and rake and appointed Post Gardener. Now our whole back yard has been converted into a truck garden - everything from spinach up or down, including pop corn. Captain King says that, provided he can keep Pat and other married officers out of his garden, it will be a good investment.

Stoner and Hodgson returned safely from their trip to the coast. Luckily a Kelly Field ship was coming by shortly after they decided to park their ship in the mesquite at Tucson, so they were spared a long and tedious walk of about 800 miles. Some people sure are lucky.

Most of our wandering cross-country fliers returned to Brooks and are glad to be back. It seems that the balmy weather one gets used to down here doesn't prevail over the north and northeastern portions of these United States. Downing and White returned Saturday from their trip to the east coast - they had no mechanical trouble but encountered lots of snow and ice. Lieuts. Patrick and Chandler returned from a trip to Arizona yesterday - Twining and Greenlaw are expected back from the same place sometime today. Crawford and Hegardt are still in New York. Of course, Dame Rumor is no more reliable now than she ever has been, but she says that very soon (if not already) there will be a Mrs. A.R. Crawford. Sounds mighty well after you get used to it.

Langley Field, Hampton, Va., April 5th.

11th Bombardment Squadron: Considerable interest is being displayed around the hangar these days in getting the planes in commission for the coming Air Force Maneuvers to be held at Fairfield, April 20th to 30th.

Technical Sgt. Wm. Moorhead returned from the Pacific Coast. He was a passenger in one of the new Douglas O-2 planes piloted by Lieut. Davies.

During the past week the organization's flying time was 8 hours - 10 flights.

20th Bombardment Squadron: Lieut. A.Y. Smith, who left on airways March 24th, returned March 29th, reporting a very uneventful trip. Total time for the flight was 26 hours, 45 minutes, in 24 flights.

Great things are expected of the baseball team, which will take the field in a short time for its first game.

96th Bombardment Squadron: The first of the series of monthly group dinners was held at the Monticello Hotel in Norfolk, Va., April 3rd. Captain Black, until lately our squadron commander, was the guest of honor, while other officers from the Chief's Office and the Tactical School were numbered among the guests. Major Brereton presided in his usual admirable manner.

Squadron operation plans now follow along lines leading up to the air force maneuvers late this month, in which we hope to make a worthy representation. Routine training and day and night missions for the Coast Artillery help to build up our flying time.

We regretfully said good-bye to Lieut. Mulzer, who returned to civil life after completing a six months' course of active duty with our organization. He carries with him our best wishes for continued success in all future callings.

Lieut. Colliver moulded his baseball team into a fast hard-hitting team and, barring unforeseen accidents, we should jump into the league lead from the opening day.

59th Service Squadron: 1st Lieut. Wm. A. Hayward returned from sick leave and assumed command of the organization on April 1st.

1st Lieut. Muir S. Fairchild was transferred to the 2nd Bombardment Group Hdqrs. Detachment.

Tech. Sgt. Harry Glascock, acting as Crew Chief for 1st Lieut. McReynolds, in his flight cross-country to Santa Monica, Calif., returned none the worse for the long trip. He states that California looked good to him and it is a great sport picking oranges from trees.

2nd Photo Section: This Section is very sorry to lose its C.O., Lieut. Charles L. Williams, who sails for Hawaii about April 22nd, and wishes him the best of happiness and health as he takes up his duties in new surroundings. The Section welcomes its future Commanding Officer, Lieut. Thomas M. Lowe.

19th Airship Company: Lieut. W.A. Gray as team Captain and Lieut. R. Kieburtz as aide, were designated to compete in the Free Balloon Races to be held at Little Rock, Arkansas, on April 29, and expect to leave for there within the next week or so. Lieut. Gray is an experienced Free Balloon Pilot, having over 150 hours to his credit. In 1924 Lieut. Gray took part in two Free Balloon Races, one held in April by the National Aeronautic Association at San Antonio, Texas, where he flew 31 hours, covering about 1125 miles, and the other in June at Brussels, Belgium, where he flew over 25 hours. Lieut. Kieburtz proved his ability as a cool-headed, and courageous Free Balloon Pilot ready to turn any kind of Lighter-than-Aircraft into his favorite, a Free Balloon. Not very long ago, he Free Balloned the disabled Airship TA-5 to a safe landing in the bay at Hampton Roads. The best wishes of the Company go with these two officers and it is hoped that they will return to Langley Field with first prize.

On March 27, Lieuts. W.A. Gray, R. Kieburtz, and W.L. Harris, flew to New York in a Martin Bomber where they attended the Annual Balloon Dinner; were quite a few of the old-timers present and a big time was enjoyed by

On March 25, Lieut. Alfred I. Puryear, was transferred to Scott Field, Ill. Lieut. Puryear was well liked by the men of the Company and they all are sorry to see him leave.

Work has been progressing rapidly on the TC-9. The envelope was inflated with helium on March 30th and today, April 2nd, the car was attached to the envelope. We expect to complete the assembling for a trial flight by the end of next week.

Langley Field, Hampton, Va., March 29

11th Bombardment Squadron: The squadron flew 46 hours and 20 minutes last week, including 10 hours of flying in conjunction with the Joint Air Service-Anti-Aircraft Board.

Considerable interest is being displayed by the baseball fans of this Squadron. If spirit shown is any indication of prospective success, our team work is going to be hard to rival.

A fine parachute jump was made by Cadet Bernard A. Bridget on March 19, from an altitude of 2000 feet. The jump turned out to be all wet, as a fine cross wind caused chute and jumper to land in the briny deep. Luckily, a perfect four point landing was made near the pier of the 19th Airship Company, in two feet of water. It could have been worse.

The following communication from the former Governor of Maryland, the Honorable Charles C. Gelder, was forwarded to this organization by the Air Service Supply Officer, Langley Field, Virginia.

"I desire to take this opportunity to commend the personnel of the Martin Bomber forced down at Princess Ann, March 6, 1926, for their ability and dispatch in dealing with an emergency.

Many people witnessed the unloading, transfer and reloading of motors. A demonstration of this nature has a wholesome effect upon the public mind; to many of whom are prone to look upon the Air Service as dare-devil-heroes, rather than men of mechanical efficiency, a re-vamping of the public mind reacts favorably to the Air Service".

20TH BOMBARDMENT SQUADRON.

Lieut. A.Y. Smith, A.S., who just returned from California, left on Airways on March 24th.

The Squadron Baseball Team just been organized and shows great promise to those who have seen the initial workouts.

Cadet Banks, A.S., made his first parachute jump March 25th and as a comment on his nerve, let us state that he brought down his ring. He made a perfect three point landing (one arm, one leg and a shoulder) and regained his feet immediately.

96TH BOMBARDMENT SQUADRON

The aerial review over Newport News last Saturday in honor of the multiple launching program of the Shipbuilding Co., was most impressive. Our squadron headed the bomber formation under the leadership of Major Brereton. Some excellent photographs of the spectacle were obtained by Lieut. Mulzer from far above the line of planes. We also furnished Lieut. Adams an NBS-1 for his radio broadcasting through station WTAR which many congratulatory messages declared a distinct success.

Lieut. Colliver and Cadet Reid hung up the high score for the week in bombing. This serves to keep others in the Group practicing overtime.

During the week NBS-1's were taken to Washington and Philadelphia on X-Country missions, no trouble of any kind was experienced.

19th Airship Company:

The hangar detail worked hard the past few days assembling a new ship the "TC-9", which has just been received at this organization and will soon be put in commission.

The "TA-5", forced down on March 10, is now undergoing repairs and it is hoped will be in the air once more within the next month.

During the week of March 22nd, the Company topped the list of six flying days for the month with a total: Daily aircraft hours 31:25; daily man-hours 163:00; daily cross-country aircraft hours 7:40; daily cross-country man-hours 43:10.

Hqrs. 2nd Div., A.S., Biggs Field, Fort Bliss, Texas, April 2nd.

The aerial gunnery and bombing training which the flying personnel was engaged in during March is now nearing its conclusion for this season. Firing at tow targets with fixed and flexible guns will, it is expected, be completed

by April 10th. In this, the last phase of the aerial gunnery training, the new Douglas C-2 planes were used to great advantage, their maneuverability being far above that of the DeHavilands. These two ships were received from the Douglas Corporation plant at Santa Monica on March 20th, being piloted here by Lieuts. L.D. Weddington and Ray H. Clark. In spite of very high winds and choppy air, which is always prevalent in this mountainous region at this season, very good results have been obtained so far - two officers, Lieuts. Guy H. Gale and Lloyd E. Hunting having completed their firing with what is considered a percentage above the average.

Lieut. Guy H. Gale, was granted three months' leave of absence April 1st and left with his family on the 4th for Oakland, Calif.

Lieut. Charles Douglas left by rail April 2nd for Dayton to pilot to this field a new "metal job" DeHaviland photographic plane assigned to this station.

The erection of hangars at our new flying field at Camp Bierne by the 8th Battalion Engineers was completed, and visiting planes should have no difficulty in locating us, the old balloon hangar being adjacent and also serving as airplane hangar, machine shop, parachute department, etc.

Private Julius Reis, who successfully completed a course of training in aerial photography at the A.S. Technical School, Chanute Field, was assigned to the 1st Photo Section here and joined March 27th.

McCook Field, Dayton, Ohio, March 24.

In connection with the general aeronautical engineering course of the Air Service Officers' School here, a series of interesting lectures just terminated, which included talks by famous engine designers on their respective products. The lectures were open to officers outside of the school and civilian engineers who were interested. The following representative men spoke: J.O. Almen on the Almen Barrel Engine; Harold Caminez of the Fairchild Caminez Engine Corporation, on the Cam engine; S.D. Heron of the Wright Aeronautical Corporation, on the air-cooled engine; E.T. Jones of the Wright Aeronautical Corporation, on developments in aircraft engines; L.M. Woolson of the Packard Motor Co. on Packard Aircraft engine.

Preliminary to the course in airplane design at the school, Major T.D. Milling, an authority on the subject, gave a series of three talks on Aerial Tactics and the bearing this subject has on specifications for the design of airplanes.

Lieut. B.F. Lewis terminated his period of service at the Engineering Division March 21st and left for Fort Slocum, N.Y., where he is to take command of troops sailing for the Panama Canal Zone.

Lieut. Ernest C. Dichman, transferred to McCook Field from Kelly Field, availed himself of 20 days' leave, reporting at his new station March 31st.

San Antonio Air Intermediate Depot, Duncan Field, Texas, April 6.

After the recent rains, which have been followed by days of delightful sunshine, the uncultivated fields and meadows of Duncan Field have become a vast flower garden, golden with calendulas, white and pink with primroses, blue and purple with verbenas, and green with the luxuriant growth of grasses and shrubs. It seems that in ^{no} other place do the wild flowers grow more profusely than here. A walk through these fragrant fields at this season of the year is one of the many joys of springtime at Duncan Field.

On Saturday, March 17th, the Civilian Social Club gave a dance for their members in the old Service Club Building. The affair was enjoyed by about 70 couples.

1st Lieut. Clements McMullen returned to this Depot March 25th after a 3 months' leave of absence spent in visiting relatives and friends, and also in successfully, though reluctantly, eluding the wiles of Florida. Prior to his departure for foreign service, June 12th, Lieut. McMullen will make a detailed study and inspection of maintenance engineering conditions at the Air Service stations of this Depot's control area.

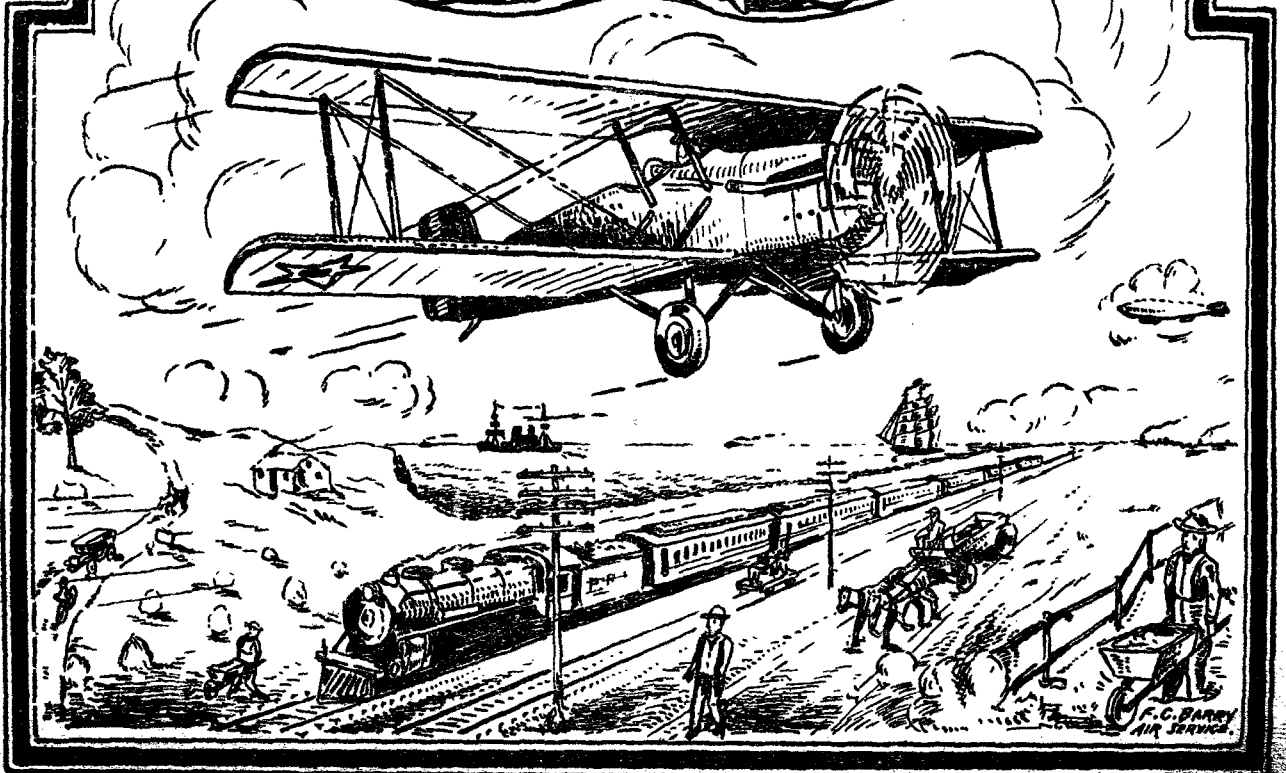
Lieut. J.M. Davies, of Langley Field, arrived here March 25th enroute from Santa Monica, Calif., ferrying a Douglas C-2 to Langley Field. He stopped here

to have his landing gear reworked in accordance with instructions from the Field Service Section, and resumed his journey on the 26th.

Monday, March 29th, becomes a historical date in the annals of Duncan Field, for it was then that the "Wild Goose", wending south toward its haven on the accustomed nocturnal flight of its species, was forced, due to threatening clouds and low visibility, to stoop from its soaring. and, as a consequence, to collide with a "Tame Cow" which had no tail lights. Salvaging operations among the feathers netted one Major Lackland, with two broken ribs, a severe cut above the right eye, and bruises, none of which were sufficient, however, to stop him in the quest of the elusive golf ball the following day. In other words, Major Lackland's Wills Sainte Claire automobile (the "Wild Goose") collided with the rear end of a Mistletoe Creameries truck. The Wills Sainte Claire was completely wrecked, and Major Lackland is indeed fortunate that he was not more severely injured.

U. S. Army

Air Service News Letter



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F.C. BARRY
AIR SERVICE

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The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard and others connected with aviation.

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THE AIR FORCE MANEUVERS AT FAIRFIELD

(unclassified)

A total of 45 officers, 67 enlisted men and 44 planes participated in the 1926 Aerial Maneuvers held at Wright Field, Fairfield, Ohio, between April 19th and May 3rd. The maneuver personnel and planes moved to Fairfield from other stations was as follows:

	<u>Officers</u>	<u>Men</u>	<u>Airplanes</u>
Observers	4		
Army Air Service Headquarters	8	1	4
1st Pursuit Group	11	10	13
2nd Bombardment Group	12	40	14
3rd Attack Group	8	16	12
4th Observation Group (represented)	2		1
TOTAL	45	67	44

All activities of the maneuvers were under the direction of Brigadier-General James E. Fechet. The Army Commander and Staff was simulated by Majors H. C. Pratt and John B. Brooks. General Fechet, Commander of the Blue Army Air Service, had the following staff:

Chief of Staff - Major Carl Spatz
 A.A.S.1 - Capt. Ira C. Baker
 A.A.S.2 - Major H. R. Harmon
 A.A.S.3 - Major J.H. Jouett
 A.A.S.4 - Lieut. Clayton Bissell
 Secretary - Lieut. Jeffrey Starks, O.R.C.
 Medical Officer - Major Wagoner (from Kelly Field)

The opposing forces, the Reds and Blues, had the following strength:

Red Forces (simulated)

(1) Ground.

Three Corps of three Divisions each, without Cavalry or tanks, the Army Artillery consisting of one brigade of two regiments of 155 mm. howitzers, one regiment of 155 mm guns and one regiment of anti-aircraft artillery.

(2) Air.

Two observation squadrons with each corps and the following army air service: two observations, four pursuit squadrons and four bombardment squadrons.

Blue Forces

(1) Ground (simulated)

The Blue Army consisted of the II and III Corps composed of three divisions each and the I Corps of two divisions, one brigade of Cavalry and no tanks. The army artillery consisted of one brigade of three regiments of 155 mm guns and two regiments of anti-aircraft artillery.

(2) Air (skeleton force)

Two observation squadrons with each corps and the following army air service: 4th Army Observation Group of two squadrons, 1st Pursuit Group, 2nd Bombardment Group and 3rd Attack Group.

The general situation of the theoretical problem was outlined as follows:

(a) The Ohio River forms the boundary between two nations. Blue north and Red south. The territory west of the Mississippi River and east of the Appalachian Mountains is neutral.

(b) The Reds, desirous of annexing the State of Ohio, have secretly mobilized and suddenly declared war upon the 17th of April, 1926.

(c) Blue forces are being mobilized as rapidly as possible. Mobilization of air units of Blue Army completed at Fairfield at 12:00 noon on the 19th of April, 1926.

(d) Organization of the Red and Blue forces are assumed to be similar to that of the U. S. Army unless otherwise stated. The bombardment planes of the Red air service are superior to those of the Blues in speed and bomb capacity.

(e) Both nations are signatories to a treaty prohibiting the use of poison gases.

The theoretical problem continued for three days, April 19th to 21st, and involved issuance of appropriate orders, preparation of intelligence summary reports, etc. and the compilation of war diaries, journals and other records by the appropriate air force units. All of this was based on information furnished by Army Headquarters which was represented by Majors Pratt and Brooks.

Flying Operation

Flying missions were carried out for the most part in conformity with and conditions assumed and orders issued during the theoretical problem.

The first of these, Thursday, April 22nd, involved a bombing attack against the bridges across the Ohio in the vicinity of Cincinnati. The bombardment group in this maneuver was to be supported by the Attack and Pursuit Groups. In order to avoid the danger involved in flying over thickly populated area, the actual maneuver was directed against the little town of Circleville, located about the same distance from Dayton as is Cincinnati. It was planned that all three groups should arrive at Circleville at the same moment, proceeding there, however, by different routes.

The mission on Friday, April 23rd, called for a repetition of the bombing attack against the bridges, with the Attack Group concentrating its energies against the enemy bombardment airdrome. These objectives were about ten miles apart and the Pursuit Group was to patrol the area between them, supporting the bombardment group primarily and the attack group secondarily. The timing and execution of this mission was perfect. Low clouds and mist, however, prevented the pursuit group from maintaining contact with both of the other groups at the same time and indicated the use of pursuit in the manner planned would necessarily depend on weather conditions at and near the objective.

On Saturday, April 24th, a combined raid was carried out against a railroad yard near Kenton, 60 miles north of Wilbur Wright Field.

The second week was devoted primarily to operations between the pursuit and bombardment groups and between the pursuit and attack groups. In several of these the bombers, representing the enemy were sent out over predetermined routes which eventually brought them in the direction of friendly objectives. The pursuit, on the alert at the airdrome, were given such information as might be furnished by ground observers nearer the front lines. It was then their duty to locate and attack the bombers with the least possible delay; and as the old cowboy said, "They done so".

A second series of problems was intended to show whether or not pursuit patrol could pick up the swift twisting and turning movements of the splendid attack formation snaking its way in and out among the trees and bushes. An area about ten miles square was designated as the theatre of operations, and although discovery was not immediate the pursuits fell upon their prey in time to prevent serious consequences to troops on the ground.

Simulated Attacks by pursuit against bombardment and attack formation were staged in an effort to improve both offensive and defensive tactics.

Throughout the exercises the formation flying, the aerial maneuvering and the airdrome discipline of the three groups was well nigh perfect and competition among them extremely keen in their efforts to excel in these essentials.

A critique follows each operation, and much valuable thought and discussion of the employment of combined air force units has resulted.

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NEW CONSTRUCTION WORK AT SAN ANTONIO DEPOT ✓

The Parachute Section of the Engineering Department of the San Antonio Air Intermediate Depot, Duncan Field, Texas, is nearing completion. Work on this project was under the direct supervision of Mr. J. V. Mumma, who was ordered here from the Engineering Division, McCook Field, for this purpose. When Mr. Mumma has this section operating efficiently he will be relieved by Mr. Albert H. Otterpohl, who is now undergoing a course of intensive training in parachutes at Fairfield and also at the Irving Air Chute Company, Buffalo, N.Y. The Parachute Section, when completed, will be capable of repairing or manufacturing any part of the parachute with the exception of the rip cord. It will be expected to maintain 600 parachutes at present in use in the Eighth Corps Area, and will also be called upon to rework safety belts and manufacture wind cones.

It is contemplated that the new Dope House will be completed by the latter part of July or the first part of August. The Dope House proper will be 66 x 200 feet in size and, it is believed, will be an improvement over any other Dope House at present in the service. Fresh air is brought in by means of one No. 9 and one No. 10 "Sirocco" fan, and the foul air is scavenged by means of ducts in the floor, the suction being obtained by the use of two No. 6 and one No. 7 "Sirocco" fans. The fresh air is brought in through three units - 3 row aerofin 8' tubes, and three units-3 row aerofin 7' tubes. These aerofins heat the air and to a certain extent control the humidity. The completion and the placing in operation of the new Dope Shop will fill a long felt want in the Engineering Department.

New Instrument, Battery and Propeller Rooms have been completed, are now in operation, and will facilitate to a great extent the work of the Engineering Department.

Proposals have been issued calling for bids for the erection of a new steel hangar 110 x 200 feet, which will form part of the Engineering Department.

The Shipping and Receiving Section of the Depot Supply Department of this Depot was enlarged and completely reorganized during the month of March, in line with the slogan of the Air Service Transportation Officer, Lieut. Robert V. Ignico, that "when you are content with yourself and no longer progress, you begin to slide backward." New packing tables and checking tables have been built; bins have been constructed along one of the side walls of the Shipping and Receiving Room for assembling shipments for the several activities of this Depot's Control Area. These bins are built twelve inches above the floor, four feet by four feet, with removable partitions, making it possible to throw two, three or more sections into one to accommodate an unusually large shipment. Markers ten feet out from the backs of the bins have been painted on the floor to take care of the heavy and bulky material that cannot be put into the bins. On the opposite side of the Shipping and Receiving Room, bins similar to the above have been constructed, with the number of each warehouse stenciled thereon, for holding incoming shipments which have been unpacked, checked and inspected, until distributed to the storekeepers.

Though the Shipping and Receiving Room of an establishment is usually an unsightly place, all bins, packing and checking tables, and all equipment have been uniformly painted and systematically arranged, making the Shipping and Receiving Section one of the most attractive spots in the Depot Supply Department. This re-organization of the Section has already accomplished much in efficient packing, shipping, checking, and receiving of material.

The Shipping and Receiving Section acting a barometer for the entire Depot, some idea of the activity of the San Antonio Air Intermediate Depot may be gained from the fact that this Section handled 424 outbound and incoming shipments during March, totalling 650,715 pounds.

In general construction work on the post, the most has certainly been made of what facilities have been on hand. It is notable that not a dollar's worth of new building lumber has been bought by the Quartermaster during the Fiscal Year 1926 - salvaged material was utilized exclusively in the building and repair work completed. The savings effected totalled approximately \$8,000, and the Depot got a 12-room set Officers' Quarters Building out of the salvage.

If suggested plans are approved, the salvage of several "war-time" barrack buildings will permit of the construction of two additional sets of Officers' Quarters which would be worth \$20,000. The quarters are needed as the old barrack buildings are worthless at present.

The road gang, though of necessity using primitive methods, due to shortage of funds, is making an excellent showing. The tarviated and gravelled roads about the Depot are beginning to resemble metropolitan boulevards. What will the roads look like when the promised 10-ton road roller is started going?

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VISIT OF N.A.C.A. TO LANGLEY FIELD

The National Advisory Committee for Aeronautics held its annual meeting, the first at which the entire committee has been present since 1922, at Langley Field, Thursday, April 22nd. The committee made the journey from Washington, by boat, arriving at Old Point Comfort early Thursday morning. The committee was taken to the Sherwood Inn for breakfast and then proceeded to Langley Field. The morning was occupied by N.A.C.A. matters after which there was a luncheon in the N.A.C.A. lunch room.

At 2:00 P.M., the entire committee was taken to the flying field to witness a demonstration given by Langley Field personnel. The first number on the program was a pursuit problem by students of the A.S.T.S. flying PW-9's and MB-3A's. This was followed by an exhibition of acrobatics by two PW-9's; the launching of a tow target from a DH; a simulated attack on the tow target and the release of the target. The 50th Observation Squadron then demonstrated an attack on a ground target with bombs and machine gun fire using DH's for this purpose. Following this was a demonstration of the operation of the landing gear of the Loening Amphibian and dummy parachute drops. During the various demonstrations, all types of ships were on the line and the hangars and shops were open for inspection of members of the committee.

After completion of the demonstrations the committee was taken to the Lighter-than-Air section of the Post where the airship hangar and the TC-9 were inspected after which the committee was taken through the various shops and buildings and was given an opportunity to examine the new helium car, after which the committee returned to the N.A.C.A. Laboratory to continue its meeting.

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McCOOK FIELD REVIEW -- 1925 ✓
By Major John F. Curry, Air Service
(Continued from last issue)

ENGINE DEVELOPMENT.

That engine development during the past year has made a remarkable advancement toward its ultimate goal of one pound per horsepower is seen in the introduction of two new light weight pursuit type water-cooled engines of 500 horsepower, the Packard 1A-1500 and the Curtiss V-1400, by their respective manufacturers. These powerful engines each weigh about 1.4 pounds per horsepower.

The new Curtiss V-1400 engine is a logical successor to the famous D-12 model which has so many of the world's speed records to its credit. The new engine is living up to tradition, however, by winning both the Pulitzer and Schneider Cup speed races this year.

The new Packard 1A-1500 engine is finding application in both pursuit and observation aviation in the following capacities; as direct drive, geared type, and in inverted operation.

The Packard Motor Car Company, of Detroit, Mich., has also developed an 800 h.p. geared type engine along the same lines as the smaller model for use in large single-engined airplanes, the same low weight to power ratio being maintained.

The geared type engine which permits the use of large slow moving propellers has found ready application in the late type single-engined bombers and other large airplanes. The necessity for this is due to the increase in operating speed of aircraft engines to a point where engine speed produces a detrimental effect on propeller efficiency. By using the geared engine, propeller speed can be held at its maximum efficiency. This is of vast importance to commercial aviation since increased propeller efficiency on large transport aircraft is utilized in passenger transportation to increase the rate of climb and in freight transportation to aid take-offs with heavier loads.

Perhaps the most valuable development in power plants for commercial aviation is that of the air-cooled Liberty engine. The success of this development of the Engineering Division has demonstrated the feasibility of air-cooling conventional Vee type aircraft engines. As a result, it is now possible to obtain air-cooled power plants of conventional shape with consequent saving in the installed weight of this engine of about six tenths (0.6) of a pound per horsepower. For the Liberty engine, this amounts to 240 pounds, which represents an additional pay load over a water-cooled power plant of the same horsepower.

The air-cooled Liberty is also adapted to operate in the inverted position thereby retaining all advantages in visibility and maintenance possible with the inverted water-cooled type.

A large air-cooled "X" type engine for military use is now being developed by the Division. This engine is designed to develop 1200 h.p. by means of 24 cylinders arranged in four banks of six each, forming a letter "X". Although conventional, its installed weight will not exceed 2 pounds per horsepower. The X engine as well as the air-cooled Liberty is being manufactured by the Allison Engineering Company, Indianapolis, Indiana.

BALLOONS AND AIRSHIPS.

Lighter-than-Air activities of the Engineering Division have centered about the erection of the RS-1 airship at Scott Field, Illinois, and the development of airship handling, mooring, and gas producing equipment.

This airship, the largest semi-rigid ever built in this country, was completed and delivered to the Army Air Service by the Goodyear Tire & Rubber Company after two years' work. It is designed for the use of helium which, at a capacity volume of 720,000 cubic feet, gives a total lift of 41,250 pounds, of which 11,220 pounds constitute useful load. It will be propelled by four Liberty engines in two units, each of which drives a 16 foot propeller through reduction gearing. High speed and ceiling are estimated at 70 miles per hour and 10,000 feet respectively, and the airship is now ready for initial flight.

Improved accessories for airship and balloon operation include a modified grab-winch and highly mobile balloon winch for maneuvering airships and balloons, a lightweight truck compressor for compressing hydrogen or helium for transportation in gas cylinders, a gas cylinder cleaning and painting machine for renovating cylinders used in storing hydrogen gas, and some new leakproof inflation apparatus.

ARMAMENT

In war-time, the value of any type of airplane depends very largely upon its suitability as a carrier of offensive and defensive weapons. For instance, a pursuit type virtually becomes a flying gun mount, whose function is to attack enemy airplanes at high altitudes by maneuvering itself so as to point its guns, which are fixed to fire forward in the line of flight, directly at the enemy. At low altitudes, a pursuit type delivers its attack against enemy ground formations or other objectives by diving upon them. This type of airplane mounts either .30 or .50 caliber machine guns firing forward between the blades of the propeller. In order that the bullets will not hit or damage the revolving blades, several types of so-called synchronizers, operated mechanically or electrically, have been developed to stop automatically the firing of the gun while the blades are passing in front of the muzzles. For ground attack, a pursuit plane carries a 37 mm aircraft cannon and several small bombs.

Both offensive and defensive armament are carried on two-seater airplanes which are usually adapted for high altitude observation aerial photography or artillery spotting. In this case, flexible guns are placed on a rotating turret mounted on the rear cockpit, where they can be manipulated by a gunner as defensive weapons to protect the rear, above and below, or as offensive weapons to supplement the forward fixed guns operated by the pilot. To facilitate handling of the rear guns with greater ease and rapidity, a new turret has been developed that allows the guns to be shifted quickly into position for firing and reduces wind interference to a minimum by the addition of wind compensators.

An innovation in ground strafing airplanes is the mounting of six to ten guns inside the lower wing outboard from the propeller circle. Guns shooting forward from this position require no synchronization with the propeller and may be controlled by either pilot or gunner. An airplane thus equipped becomes a formidable weapon for attacking ground objectives, particularly in surprise attacks, due to its enormous volume of fire. Experiments now under-way will enable the operator to shift these guns slightly downward, making it possible to deliver raking fire upon the ground while the airplane is flying level.

Bombing from the air has become a highly effective weapon of destruction through the development of the bomb sight from the crude guesswork of war-time use to the present day instruments of extraordinary precision. The great improvement in the accuracy of the modern bomb sight has not only enabled bombing from aircraft to be carried out under weather conditions considered impossible during the late war, but also has produced effective results at ten to twenty thousand feet, which are well above the present actual danger zone of anti-aircraft fire. At 15,000 feet altitude - or about three miles - the bombing airplane is practically immune from anti-aircraft fire. At 20,000 feet, even a large bombing plane becomes a very indistinct speck in the sky and is practically invisible.

Bomb sights have already been perfected by the Engineering Division to give effective results from altitudes as high as 30,000 feet in event bombing planes capable of attaining such altitudes are developed.

Incidentally, these new instruments automatically compute the proper sighting angles in an astonishingly short time of observation. It is therefore necessary for the bomber to hold a straight course for only a very brief period

in order to get the range. This imposes a serious handicap on the anti-aircraft gunner on the ground in getting an accurate sighting on the airplane. Besides computing the sighting angles, the new instruments also automatically trip the bombs when the proper range distance is reached. This motion is coordinated with the releasing mechanisms on the racks, which are so designed that the sighting instrument will automatically trip one or more bombs, in any desired series or combination, or release the entire number at one time as in "Salvo".

EQUIPMENT

Recent advance in the design of night flying equipment has been directed toward the development and standardization of the high power incandescent electric lamp both as a substitute for the carbon arc in aerial beacons and air-drome flood-lights and as a means of increasing the illuminating efficiency of present airplane landing lights. In this work, the Army Air Service has received excellent cooperation from the Edison and Westinghouse lamp companies.

One of the most important steps in this development is the standardization of the 24 inch incandescent revolving beacon for use by the Night Air Mail and night airways service. This beacon has been equipped with a lamp changing mechanism whereby a burnt out lamp is automatically replaced by a spare one without interrupting the operation of the beacon. At the same time the change in lamps is called to the attention of the watchman by colored light and sound signals so he will immediately replace the burnt out bulb.

To guide the aviator on his course in foggy and cloudy weather, a radio beacon has been developed. The beacon is virtually a ground radio transmitting station capable of sending characteristic radio signals for a distance of 250 miles in any desired direction, the signals being received by the aviator through an ordinary airplane receiving set. In very recent experiments the signals emanating from the beacon have been made visible to the pilot by receiving the signals through a set of colored lights on the airplane instrument board. So long as the airplane maintains its proper course, a yellow light flashes on the board. Any deviations to left or right are made visible to the pilot by the flashing of red or green lights.

The radio beacon system as developed by the Engineering Division has been established at Monmouth, Illinois, for the use of the Air Mail Service.

Three new instruments - the induction compass, the drift sight, and the flight indicator - are being perfected for course flying through fog and above clouds. A sensitive altimeter has also been developed to aid in aerial photography. This instrument is very sensitive to the slightest changes in altitude, and for this reason all exposures can be made at the same altitude, thus enabling the photographs to be taken at the same scale.

New single and multiple lens cameras now under development will, if successful, surpass anything so far attempted. The new single lens camera is designed for high altitude, long range photography. Due to its large size, this camera will be mounted horizontally in the airplane, and the exposures made by means of a prism which can be rotated to take either vertical or oblique photographs. With this camera, pictures can be taken in practically all directions.

A camera with five lens, operating upon the same principle as the Famous Air Service T-1 (Three lens) camera used so extensively in geological surveys, has also been designed for aerial mapping purposes. This instrument has one vertical and four oblique lens, two of the latter giving a wide angle, making it capable of photographing at one exposure eight times as much terrain in the direction of flight as the T-1 camera. Its great advantages lie in giving increased accuracy in aerial mapping by having widely separated control points photographed successively at different angles from two sides - a feature that is believed to be the ultimate solution of obtaining accurate contours.

PROJECTS OF SPECIAL INTEREST

A new process, known as "Quick Work Photography", has been developed by the Engineering Division in cooperation with the Eastman Kodak Company, by which it is possible to take, develop, print, and deliver from an airplane in flight completely finished photographs within ten minutes after exposure. This fact has been demonstrated at Dayton, Chicago, and Rochester. More recently, at Fort Leavenworth, Kansas, aerial photographs were taken, developed, and dropped from an airplane to a ground station where they were simultaneously transmitted over telephone wires to New York, San Francisco, and Chicago within twenty minutes from the time of exposure.

Remarkable results have been recently obtained in taking night aerial photographs by flashlight. In these demonstrations photographs are taken by the flash furnished by a 50 pound charge of special magnesium flashlight powder.

which is towed and exploded at a safe distance behind the airplane or otherwise dropped and exploded from a parachute. Photographs taken in this manner from an altitude of 3000 feet show ground objects over an area as large as three square miles with remarkable clearness. Night aerial flashlight photography is of inestimable value for military purposes, as well as being a great advance in the science of photography.

Through the use of haze filters and hypersensitized films and developers, it is now possible to obtain satisfactory aerial photographs from altitudes above 30,000 feet through haze that the eye cannot penetrate. The altitude at which pictures can be taken may be greatly increased in the near future through the use of a special high altitude supercharged airplane recently completed at McCook Field. Several photographic surveys have been consummated during the year. Noteworthy among these are the photographic trips made by McCook Field aviators - one over the Air Mail Route from Chicago to San Francisco, taking in several national parks in the vicinity, and the Rainy Lake mapping survey, in cooperation with the Corps of Engineers and the International Joint Commission along the Canadian Border in the vicinity of Duluth, Minn.

Other projects in cooperation with the Department of Agriculture included the taking of the crop census by making aerial photographs of agricultural regions and the collecting of rust spores on glass slides in the upper atmosphere to determine the prevalence and direction of propagation of a destructive grain disease known as "Stem Rust".

As to records, the Army Air Service lays claim this year to both the Pulitzer and Schneider Cup trophies. Both contests were won by the same Army-Curtiss R-3C racer which was equipped with pontoons for the seaplane contest. The three kilometer record for seaplanes was also established by the same machine at a speed of 245 miles an hour.

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RAT EXTERMINATION CAMPAIGN AT SAN ANTONIO DEPOT

A successful experiment of special interest and value to the Army in general in the matter of storage of supplies was consummated at the San Antonio Air Intermediate Depot in the month of March. Considerable loss of property in the warehouses of the Depot Supply Department had been caused in the past by rodents and the case-making clothes moth. These losses have continued over a period of several years, although numerous types of traps were used and poisoned bait placed for the rodents, while naphthalene was used to destroy the moths. The results obtained from these methods were negligible.

In January the Depot Supply Officer, Lieut. John M. Clark, initiated an investigation into the possibility of the use of gas, and the Chemical Warfare Officer, 8th Corps Area, was consulted. A representative of his office made a survey of the situation and announced that, in his opinion, it would be practicable to use gas such as is used for fumigating ships. The matter was taken up with the Chiefs of both the Air Service and the Chemical Warfare Service, and funds were allotted for the purchase of the necessary gas and the special gas masks necessary in the handling of this very deadly gas (hydrocyanic acid gas). Work was actually started on March 1st and completed about the 25th.

The original plan was to gas all warehouses simultaneously, but after careful study of the problem this was deemed too dangerous, due to the amount of gas that would undoubtedly escape through unplugged cracks and openings. The warehouses range in size from 135,000 to 463,000 cubic feet, and are separated by brick fire walls. They were gassed one or two at a time, according to size. All possible avenues of escape of gas were carefully plugged with old rags, only one small opening being left for the entrance and exit of personnel setting off the gas, which was carefully plugged after gas was set off. Operations were carried on late in the afternoon after departure of the station personnel, thereby allowing the gas to remain over night. Early the following morning the warehouse or warehouses were opened gradually to allow the gas to escape slowly, and the following night they would be thrown wide open. In this way the warehouse or warehouses would be ready for occupancy the morning of the third day after gassing.

The following mixture was used for each unit of 20,000 cubic feet of warehouse space:

5 lbs. Sodium Cyanide,	2 gals. Hydrochloric Acid,
1 3/4 lbs. Sodium Chlorate,	2 gals. water.

All clothing was unpacked and laid out so that gas fumes would have access to all parts. This resulted in the complete destruction both of the adult moths and of their larvae.

Numerous dead rats were found around doors where they had attempted to escape. The odor from dead rats was very pronounced in many places about the warehouses, thus denoting the death of those concealed in stored supplies. The following experiment was carried out to determine the penetration of the gas: A live rat was placed in a box, which was then placed in a closed drawer; after the gassing the rat was found dead.

Although the extermination of rodents and insects was complete at this time this, of course, is not a permanent condition, as undoubtedly after a certain period of time the warehouses will become reinfested. It is believed that the repetition of this operation every six months would be sufficient to keep the warehouses in proper condition in this respect.

Properly handled by experienced personnel, the gassing operation is economical and entirely without danger. The cost of the operation described above was \$583.90, which represents a very small percentage of the annual losses in supplies caused by these pests.

A complete and detailed report of the entire operation was made to the Chief of Air Service.

The following account of the work in its first stages was published by the SAN ANTONIO EXPRESS:

"HYDROCYANIC ACID GAS TO SAVE \$30,000 ANNUALLY AT DUNCAN FIELD FROM
DEPREDACTIONS OF RATS.

"Determined to stop an annual loss of about \$30,000 from the depredations of rats in the warehouses at Duncan Field, Uncle Sam has turned loose a barrage of hydrocyanic gas on the marauders.

Armed with gas masks, officers and men of the Eighth Corps Area Chemical Warfare Service, directed by Capt. E. F. Koenig, generated the gas directly into the warehouses. After allowing 48 hours for ventilation after loosing the poisonous gas, the Chemical Warfare Service officers and men then only dared enter the building with masks. Owing to the fact that the rats are exterminated by the gas wherever they are, and that it was liberated during daylight hours, the number of rats killed was ^{not} known Thursday, Capt. Koenig said.

However, it is thought that the extermination was complete, for rats and mice in traps placed in obscure nooks in the warehouse to test the efficacy of the poison all were dead. About \$250 worth of poison was used.

The experiment tried at Duncan Field Wednesday and Thursday was the first of its kind to be tried by the United States Army on land, Capt. Koenig explained. From time to time this method has been employed in the fumigation of ships.

More than \$70,000,000 worth of government property is stored in the warehouses at Duncan Field. Fruitless efforts to exterminate the rats with traps and various kinds of gasses have been tried before.

Lieut. J. R. Embich, post chemical warfare officer, and Technical Sergeant J. M. Kincheloe are assisting in the work."

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LIEUT. MACREADY LEAVES THE ARMY ✓
By McCook Field Correspondent

On April 17th a farewell stag, given at McCook Field, socially marked the severing of connections of Lieut. John A. Macready with the Engineering Division and the Army Air Service.

As a holder of the world's altitude record and as a participant in the first American transcontinental non-stop flight, his name will be recorded in the annals of pioneer aviation history. Lieut. Macready entered aviation as a private, and his successes were entirely the result of his own efforts. McCook Field has known him well in these successes. It has seen the same earnest striving go into tasks which did not turn out so successfully. But in winning or losing it has ever beheld "Mac" coolly courageous, sportsmanlike and undaunted, ever ready to try again, honest, cheerful and unassuming. He will long form part of McCook Field memories.

For some time he has been Chief of the Flying Section at McCook Field, and as a token of esteem he received from its members a handsome saber, its blade beautifully engraved with the Air Service insignia and bearing the words:

"To Captain John A. Macready, U.S.A.S., from the Flying Section,
Engineering Division, McCook Field, Dayton, Ohio, April 17, 1926."

All good wishes follow Lieut. Macready into the very encouraging business connections which he has formed on the "outside".

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PRODUCTION WORK AT THE SAN ANTONIO DEPOT

A total of 20 airplanes and 88 engines were overhauled and repaired in March by the Engineering Department of the San Antonio Air Intermediate Depot, Duncan Field, Texas, under the direction of Lieut. A.W. Vanaman, Chief Engineer Officer, viz: Airplanes - 7 DH-4M-1, 2 DH-4M-2, 3 PT-1, 1 JN, 3 Douglas O2, 1 Douglas C-1, 3 AT-1; Engines - 46 Liberty and 42 Wright-E.

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OFFICERS DETAILED TO COMMAND AND GENERAL STAFF SCHOOL

The following Air Service officers were designated by the War Department as students at the Command and General Staff School for the 1926-1927 course and will report to the Commandant of that School between August 20th and September 3d:

Major Horace M. Hickam	Major Byron Q. Jones
Major Thomas DeW. Milling	Major Fred H. Coleman
Major Leo G. Heffernan	Major Edwin B. Lyon
Major Hugh J. Knerr	Major Michael F. Davis
Captain George C. Kenney	

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AIR SERVICE OFFICERS ASSIGNED TO ENGINEERING SCHOOL

The following Air Service Officers have been detailed as students to take the course of instruction at the Air Service Engineering School, McCook Field, reporting not later than June 25th next:

Capt. Oliver P. Echols	2nd Lieut. Hugh W. Downing
1st Lieut. William J. Flood	2nd Lieut. Kenyon M. Hegardt
1st Lieut. John P. Richter	2nd Lieut. Will W. White
1st Lieut. Edmund P. Gaines	2nd Lieut. Lloyd E. Hunting
1st Lieut. Howard Z. Bogert.	

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A REPLY TO M. BREGUET'S CRITICISMS
By McCook Field Correspondent.

The March 19th issue of the Air Service NEWS LETTER contains an article by Louis Breguet of France in which he gives his impressions of American aviation. There is nothing which makes more interesting reading than criticism by an outsider, giving one an opportunity to "see himself as others see him," as it were. In the main M. Breguet's comments are founded upon an intelligent observation. Impressions are seldom invariably accurate, however, and Captain Brower, Chief of the Airplane Section, Engineering Division, McCook Field, calls attention to one or two details in those of M. Breguet which seem to be in error.

In speaking of McCook Field, M. Breguet says: "It also has several wind tunnels, one of which is of the pressure type." McCook Field has two wind tunnels, one five-foot and one nine-foot, both of which are of the open type of the National Physical Laboratory. M. Breguet probably refers to the pressure type tunnel at Langley Field.

The statement was also made that the fuselages constructed in this country were of a much heavier type than those constructed in France, the impression being given that the United States lagged behind France in this feature of engineering. The following figures do not seem to bear out this contention:

	<u>WEIGHTS</u>	
<u>Breguet 19-A-2</u>	<u>Curtiss XO-1</u>	<u>Douglas XO-2</u>
Renault, 450 h.p.	Packard 510 h.p.	Packard 510 h.p.
Wt. Empty with water - 2645.5	2277	2580
Combustible load - 637.1)	625)	718)
Military load - 1169.9)	1807 955) 1580	955) 1673
4452.5	3857	4253

If M. Breguet was struck by a certain lack of general enthusiasm and aviation consciousness in this country, the condition is equally deplored here, as he concedes, by those alive to the importance of aviation both as a possible utility for modern daily living and a need in national defense. But faith

way of spreading if the believers work undauntedly in the accomplishment of their aims, and it is hoped that on M. Breguet's next visit there may be something of that civil aviation development which foreigners miss in this financially sound, expanding country of ours, with which to impress him.

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SHOOTING ABOVE PAR ✓

Captain H.M. Elmendorf, the skipper of the 6th Pursuiters at Luke Field, T.H. has a gunnery record which the News Letter Correspondent believes will be hard to beat. Firing at the sleeve target towed by a D.H., using an MB3A plane, he obtained a total of 186 holes with only 79 shots, a hit percentage of 117.7. For the information of those who would like to try to beat this record, Capt. Elmendorf outlines the following procedure: "First shoot one of the towing cords, causing the sock to collapse, and then each hit thereafter will make from two to six holes". It sounds easy, but even if you do hit a cord the problem of putting bullets into the dish rag which results when a cord is cut is one which requires excellent shooting to solve.

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PHOTOGRAPHING THE STATE OF DELAWARE ✓

Photographing the entire State of Delaware is the present project of the 20th Photo Section at Langley Field, Va. This project, which is being done at the request of the U.S. Geological Survey, calls for a mosaic covering roughly 3000 square miles and, with weather conditions favorable, will require approximately two weeks. A K-3 camera, single lens with 10-inch cone, is being used at an altitude of 12,500 feet.

1st Lieut. George C. McDonald, A.S., Commanding Officer of the 20th Photo Section, accompanied by Technical Sergeant Vernon H. Merson, Photographer, left Langley Field April 14th for Dover, Delaware, which they will use as a temporary base during the photographing of the entire State. Aberdeen, Md., will be used as a base during the photographing of the northern part of the State.

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DEATH OF LIEUT. FUQUA

2nd Lieut. Porter B. Fuqua, Air Service, died on April 16, 1926, at Kelly Field, Texas, as the result of an airplane accident. Lieut. Fuqua was born in Amarillo, Texas, August 13, 1902, and entered the United States Military Academy, July 6, 1921. He was commissioned a 2nd Lieut. in the Air Service on June 12, 1925, and was assigned as a student at the Primary Flying School at Brooks Field, San Antonio, Texas. He graduated from this School on March 12th last and was transferred to Kelly Field, Texas, for advanced flying training.

His next of kin is his mother, Mrs. W. A. Stewart, 1208 Tyler Street, Amarillo, Texas.

Lieut. Fuqua was very popular among his fellow cadets at the Military Academy. He was captain of the polo team and also distinguished himself in other athletics.

The Air Service regrets the passing of this promising and popular young officer and sends its condolences to his bereaved family.

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WAR GAME IN THE PHILIPPINES ✓

War broke loose on Corregidor on February 15th, the occasion being the annual Army-Navy Joint Exercises. For four days Blues and Blacks tried every possible means to outpoint each other. Blacks scored by sending submerged submarines through the channel, only to have them destroyed by aerial bombs upon rising. Aerial reconnaissance, bombing, ground strafing, and gas dropping problems were engaged in. The war was a great success, although neither side could claim victory.

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A FREE BALLOON FLIGHT OVER DISMAL SWAMP ✓

As a test flight for 1st Lieut. W.A. Gray and 2nd Lieut. R. Kieburtz, preceding the National Free Balloon Elimination Race at Little Rock, Arkansas, these two officers, together with Capt. Charles P. Clark, Commanding Officer of the 19th Airship Company, and 2nd Lieut. W.L. Harris, took off from Langley Field at 12:45 A.M. April 14th in a free balloon, landing the same morning at 6:15 o'clock near the railroad station at Hertford, N.C., after the night trip.

In telling of the flight Capt. Clark declared the weather conditions most adverse. Starting out in a wind which was blowing wrong, working in a bad section of the country with the clouds hanging only 500 feet above the earth, the fliers were given little chance to operate their balloon to the best advantage. The men were compelled to run in the pitch dark, and when the Dismal Swamp was reached trees extended up as high as 100 and 200 feet, it was said, to meet the low cloud ceiling of 500 feet, thus giving the balloonists at times only 300 feet in which to maneuver their ship. Then, too, if any trouble had developed the men would have been in a terrible country for landing, spending most of their time over the inky recesses of the Dismal Swamp.

In every section the balloon touched it was seen by the fliers that rain had been a drawback, and the entire country from Langley to Hertford appeared to the fliers to be flooded. They stated that water was standing in the fields along the roads in every district over which they went. An interesting feature of the journey was reported by Capt. Clark, who stated that they passed a circus train during their flight, and when they reached Elizabeth City the train was there and was unloading for a stand in that place.

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NEW HELIUM GAS CAR AT LANGLEY FIELD ✓

The new Helium gas car is now at the Langley Field Gas Plant and is attracting much attention around the big air field. The car has three large tanks in which is enclosed 200,000 cubic feet of Helium gas. The tanks are mounted on regular railway trucks and are built of steel. Mr. Erlandson, the designer and patentee of the new tank, came down to the Gas Plant at Langley Field for temporary duty as instructor.

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PRODUCTION WORK AT FAIRFIELD AIR INTERMEDIATE DEPOT ✓

Production in the Engineering Department of the Fairfield Air Intermediate Depot, Fairfield, Ohio, was kept at a lively clip during the month of March, in spite of delays due to rehabilitating the Engine Repair after the fire. Some delay was also occasioned by the fact that the new test block was not completed. However, the following production was accomplished, which speaks for itself:

	<u>Airplanes</u>	<u>Major Overhaul</u>	<u>Minor Overhaul</u>	<u>Total</u>
DeHaviland (repair) - - - - -	- - - - -	3	36	39
DeHaviland (original set up) - - - - -	- - - - -	4	-	4
NBS 1 - - - - -	- - - - -	1	1	2
O-2 - - - - -	- - - - -	-	2	2
JNS - - - - -	- - - - -	2	16	18
MB-3A - - - - -	- - - - -	3	-	3
Vought - - - - -	- - - - -	-	1	1
	TOTAL	13	56	69
	<u>Engines</u>			
Liberty - - - - -	- - - - -	-	7	7
Wright - - - - -	- - - - -	13	1	14
D-12 - - - - -	- - - - -	7	1	8
	TOTAL	20	9	29

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ANOTHER ONE WHEEL LANDING ✓

One-wheel landings are always calculated to furnish plenty of thrills. It is here that an airplane pilot's ability to make a skillful landing without injury to himself or damage to the airplane he is flying is tested to the utmost.

Stories have appeared in previous issues of the NEWS LETTER describing successful landings made by Air Service pilots who found themselves in the predicament of having only one wheel to land on.

The latest pilot to join the list of those who have made such landings is Lieut. Lester J. Maitland, whose recent "two-point" landing is described by the Dayton JOURNAL as follows:

"Loops, tail spins, nose dives and parachute jumps provide but trifling thrills compared with excitement furnished yesterday at Wilbur Wright Field, in an unique landing made in an airplane piloted by Lieut. Lester Maitland.

In taking off in an XO2 plane, late yesterday afternoon, Lieut. Maitland, shortly after leaving Mother Earth, was minus one wheel on the landing gear. Lieut. Maitland learned of the lost part after Lieut. Harold A. Bartron ascended in a plane and by various motions and signals, known only by airmen, told the pilot that he must land on one wheel.

The crippled plane swooped over the field several times before attempting to settle to earth. At each time Lieut. Maitland nosed the heavy craft to different sections of the field in efforts to strike more favorable winds, which would aid in descending at a slower speed. In bringing the plane to the ground, Lieut. Maitland was forced to make a "two point" landing, meeting the ground with the plane's left wheel and tail skid.

A run of more than 200 yards was made on the one wheel. At the 200 yard point the plane, upon losing speed, fell on its right side.

Lieut. Maitland escaped without bodily harm. The plane was damaged to the extent of a broken wing and propeller."

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THE HALL OF FAME

"A few weeks ago", writes the News Letter Correspondent from the Fairfield Air Intermediate Depot, "we were surprised to learn, by means of an official Report of Survey, that Private PAUL REVERE, of Mitchel Field, was a deserter. Today we learned something else. Private HENRY FORD, of Selfridge Field, visited this Post on April 4, 1926. Private Henry Ford has been spending a furlough in Washington; to what extent he impersonated his famous namesake, we do not know. No doubt, if he went to a hotel, he registered as HENRY FORD, Michigan, thereby creating a wild commotion among hotel clerks and employees.

At Maxwell Field (then known as Aviation Repair Depot, Montgomery, Ala.) there was, in 1918, a soldier named George Washington.

What Field will next step forward? Have we a Private John D. Rockefeller, or Julius Caesar, or Napoleon Bonaparte?"

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SERVICE IN EXPEDITING NEWS-REELS ✓

The Curtiss Flying Service, Inc., of Garden City, N.Y., recently carried out a unique cross-country flight which demonstrated clearly the reliability of commercial flying, even under the most adverse conditions. At the time of the death of President Coolidge's father, New York newspapers chartered three planes to fly to Vermont and bring back pictures taken at the Coolidge homestead.

A survey of the situation showed that flying conditions would be unusual, to say the least. The Coolidge home is deep in the Green Mountains of Vermont and at the time there was five feet of snow on the ground in that vicinity. Mountains made landing fields out of the question, but a large lake was found to be located about four miles from the Coolidge home. This lake was frozen and covered with three feet of snow which made landing with wheels impossible. There was no snow whatever on Curtiss Field, which prevented taking off with skis. Time was at a premium, and it was necessary therefore to devise a plan which would insure the successful completion of the flight, in spite of the difficult landing conditions.

The plan was to take off from Curtiss Field with skis lashed to the wings of the ships, land at Albany where the snow was just the proper depth to allow operating with either wheels or skis, change from wheels to skis and land on the lake in Vermont on skis. The return trip included a stop at Albany to change again back to wheels and proceed on to New York. Two Curtiss Orioles and one D-H with Curtiss D-12 engine, were assigned to the job.

On the morning of March 18th, the call for the first ship to leave was

Received from the news office and in fifteen minutes Pilot Andrews and Mechanic De Cicca were on their way in an Oriole. Half an hour later, Pilot Caperton and Mechanic Steinhauer took off in the D-H, preceding Pilot Euderton and Mechanic Herman by about an hour and a half, all with their skis strapped to the wings of their ships, prepared either for snow or dry ground.

The Standard Oil Company had been requested to have gasoline and oil on the field at Albany and were most helpful, not only in cooperating with fuel supplies, but by furnishing additional men to assist with the changing of the running gear. This Company treated the crews most cordially, bringing sandwiches and coffee to the field and helping in many ways.

All three ships took off from Albany for Echo Lake, Vermont, within a half hour after landing at Albany and landed one hour later on the lake in the valley four miles from Colonel Coolidge's home. The lake was covered with soft, fluffy snow and it was necessary to taxi up and down its entire length several times to pack this snow down in order to be able to get off quickly on the following morning. The roads in that section were impassable for anything but sleds and the going was very slow, which made the need for haste in getting away after receiving the films from the photographers of paramount importance. Hot water was needed in large quantities as the temperature was some twelve degrees below zero. The nearest farmhouse was three miles away and with inadequate heating facilities the crews of the ships were forced to spend most of the night heating water for the early morning start back to New York via Albany.

Railroad trains could not have gotten these pictures to New York before ten thirty P.M. as there are only two trains a day from Ludlow, the nearest railroad station. It was imperative that these films and plates be in the newspaper offices in time for the afternoon editions, as the following morning's papers would feature the pictures which would be brought to New York by train.

President Coolidge was scheduled to arrive at his Father's home at about eight A.M. and the pictures featuring this phase of the story were expected at the Lake about an hour later. Due to the slow going over the snow covered roads, the photographers did not arrive at the ships until eleven o'clock and all three ships were away immediately after the plates and films were received by the pilots. Landing at Albany an hour later, two ships changed again to wheels and proceeded to New York, while Pilot Andrews delivered his films to a fourth ship, an Oriole piloted by Lieut. King, which had been sent from New York to meet him. Andrews was instructed to return immediately to Echo Lake to remain until after the funeral of Colonel Coolidge for the purpose of bringing the pictures of the last rites to New York. The other two ships landed at Curtiss Field in time to deliver their films for the afternoon editions of the papers. After gassing up, these ships returned to Albany to spend the night and go on to Echo Lake in the morning to get the funeral pictures. Wheels were changed to skis once more and the night was spent in well-earned rest in Albany. Again the Standard Oil Company was on the job, providing fuel and assisting the crews in changing landing gears.

The following day broke with rain and dense fog. The funeral was to be held at two P.M. and the pictures were expected at Echo Lake at about three. Weather reports indicated heavy snow falling in Vermont and the visibility was practically nil at that time. However, at about one o'clock the fog lifted sufficiently to enable Pilots McMullen and Caperton to proceed cautiously up the Rutland Railroad and to Echo Lake via Rutland, Vermont. This route required at least half an hour longer, but affords a valley all the way and was followed as it was impossible to fly over the tops of the mountains as had been done the previous day. After more than an hour and a half of winding through mountain passes in very thick snow-fall over strange territory these two ships landed at Echo Lake just in time to meet the photographers as they hurried with their magazines of plates and reels of film. Flying back down the valley at less than 100 feet above the railroad tracks, the ships landed at Albany and changed once more to wheels. The trip down the Hudson was with out event and was a relief after the ninety minutes of dodging mountain-sides all the way into Albany from Echo Lake. The newspapers again received their pictures in time for their evening editions and all but one of the ships arrived in New York on time.

This ship left Echo Lake thirty minutes after the other two had taken off due to the fact that its pictures were half an hour late getting to the Lake. Hoping to make up some of this lost time, the pilot attempted to fly over the tops of the mountains through the snow and thick weather. Becoming locked in a valley and unable to see far enough ahead to distinguish the mountains he landed. After waiting about 45 minutes the weather cleared enough for

the pilot to get into Albany just after dark. The pictures were delivered to a representative of the newspaper who caught a fast train out of Albany. They were developed and printed in a Pullman drawing-room, saving one hour and enabling the pictures to arrive only two hours after the other two ships had delivered their film in New York.

Considering the disadvantages of the terrain, the difficulty in having to twice change the type of landing gear, the extremely low temperature and the bad weather encountered on the second day's flying, the Curtiss Flying Service is very proud of this performance and feels that it compares favorably with the remarkable records made by the pilots of the U.S. Air Mail Service.

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NOTES FROM PHILIPPINE ISLANDS

Since the recent order to concentrate on the repair of MB-3A airplanes, the shops of the 66th Service Squadron have been working at high pressure and the output is proving highly satisfactory. There are five ships of this type of plane undergoing repair at present and three have been completed and turned over to Clark Field. The Airplane Section, under the able direction of Master Sergeant Pulliam, has covered itself with glory in the achievements of the past three months.

The smoke screen generating apparatus was installed on an NBS-1 airplane and tested out in the recent Army and Navy Maneuvers, the results being highly satisfactory. This apparatus was installed under the personal supervision of Lieut. E.M. Powers, Engineering Officer, and operated by Lieut. Mills.

An Air Service Exhibit for the Philippine Carnival was prepared in the shops and received much favorable comment from visitors to the exhibit. A record kept by Staff Sgt. Smith, in charge of the Armament Section of the Exhibit, indicated 1,004 foolish questions asked.

The Oil Reclamation Plant, placed in operation the first of the year, has been turning out an excellent grade of reclaimed oil. Unfortunately, the location of the plant next door to the Engineering and Supply Office is making it quite warm for the Cost System accountants who resent any further increase in temperature over that already caused by the lovely disturbance of the Cost Officer when certain stores charges and stores credits are improperly entered.

The tow target reel was installed in an NBS-1 airplane and tested out for target practice at Clark Field. The reel functioned perfectly, but much trouble was experienced with the release hook which persisted in breaking, causing much extra work in machine shop, the work of perfecting an improved hook was done by Lieut. H.Z. Bogert, Asst. Engineering Officer, who burned much midnight oil at the drafting table designing this mechanism, and proved quite an improvement over the one furnished.

The motor overhaul, under Staff Sgt. Wells, has been speeded up considerably since the installation of the Okite Cleaning System. A record production of Liberty and Wright engines was made during January.

For the past month the 6th Photo Section was busy making photographs of the landing fields and landmarks along the proposed new airway to Northern Luzon. Excellent pictures were obtained of the fields at Carranglan, Bagabag and Cawayan. The photographic ship and its escort of two planes were the first airplanes to fly into the tremendous plain, resembling west Texas country, known as the Cagayan Valley. It is a great surprise to come upon this open country after flying over one hundred miles of mountains so rough that even a safe parachute landing is questionable.

There was great joy and elation at Clark Field when it became known that eleven PW-9's had arrived in the Islands and were to be sent there to be set up. This elation failed to elate, however, when it was discovered that only two D-12 motors had arrived for these planes. MB training was abolished at this station due to the condition of the equipment, and the pilots are now dependent upon the faithful old DH until more motors arrive in the Department for the PW's.

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DOUGLAS AIRDROME ABANDONED ✓

The border airdrome at Douglas, Arizona, maintained by the personnel of the 12th Observation Squadron of Biggs Field, El Paso, Texas, was abandoned on account of the unsuitability of the landing field at that place and moved to Lordsburg, New Mexico, where a hangar is now under erection and nearing completion.

ANXIOUS TO GET BACK IN THE SERVICE ✓

Letters have been received from time to time from former Air Service officers, expressing regret that they resigned and voicing desire to return to their former rank and position in the Air Service. Unfortunately, nothing can be done to meet the wishes of these ex-officers. It would require special acts of Congress to reinstate them, and it is not believed such legislation would be favored, since it would tend to establish a precedent which would lead perhaps to embarrassing complications.

Resignations from the Army have been quite frequent of late. A recent War Department press release states statistics compiled in the office of The Adjutant General of the Army show that during the current year, up to April 15th, a total of 64 officers of the Army resigned their commissions. Of these, there was one Colonel, four Lieut.-Cols., two Majors, 14 Captains, 12 First Lieuts. and 31 Second Lieuts. For the same period in 1925 there were 50 resignations from the Army, and a total of 171 for the entire year.

It would seem that to pave the way for ex-officers to re-enter the service under the same status they formerly occupied would only tend to increase the flow of resignations. Officers discontented with their lot in the Army would be induced to take a chance on trying to make good in civil life, feeling reasonably certain that in the event of their failure to do so or not finding the commercial world to their liking they could get their old job back.

In one of the letters a 1st Lieutenant, who left the service a little over two months ago against his will because of the continued and pressing demands of his family to have him discontinue flying, states that, while he has an excellent position with a good future in view, his whole interests are still centered in the Army and will continue to be, and that he feels that he made a mistake in resigning.

Another first lieutenant, who resigned under circumstances similar to the one above mentioned, states that while he is in business for himself and is doing fairly well, he has an inherent longing to resume the military life in which he spent over five years and where he found himself always contented and deeply interested in aeronautical work.

A second lieutenant, who in company with a Captain resigned about a year ago to enter into a commercial venture, writes that both of them made a mistake; that their project fell flat, although under circumstances beyond their control. The Lieutenant regrets his lack of wisdom in voluntarily relinquishing the work for which he is so well fitted by temperament and training. He adds that after six years of flying and performing various functions in the Air Service all other activities appear to him to be drab and uninteresting. He asserts that he would give ten years of his life to be back in the service and that if it was possible for him to get in again there wouldn't be a happier man on earth.

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WAR DEPARTMENT ORDERS AFFECTING AIR SERVICE OFFICERS

Promotion: 2nd Lieut. Ernest S. Moon to 1st Lieut. with rank Feb. 27, 1926.

Resignations: 2nd Lieut. Robert E. Robillard, April 30th; Captain Richard J. Kirkpatrick, May 1st.

Changes of Station: Following officers, upon relief from duty in Hawaiian Department, to proceed to stations indicated: Major George E. Lovell, Jr., Bolling Field; Major Robert E.M. Goolrick, Langley Field, as student at Tactical School; Capt. Hugh M. Elmendorf and 1st Lieut. Louie C. Mallory to Selfridge Field; 1st Lieuts. Adolphus R. McConnell and Everett S. Davis to Langley Field; 1st Lieuts. Fred C. Fishback and George O. Roberson to Chanute Field; 1st Lieuts. Claire L. Chennault, Harold L. Clark and 2nd Lieut. Donald W. Norwood to Brooks Field; 1st Lieut. Albert F. Hegenberger to McCook Field; 1st Lieut. James B. Jordan to Scott Field; 1st Lieuts. Henry W. Kunkel and Glenn C. Salisbury to Kelly Field; 1st Lieut. Clarence P. Talbott to 88th Squadron, Fairfield, O; 1st Lieut. Joseph L. Stromme to Wright Field.

Following officers ordered to duty in Hawaiian Department: Sailing July 28th - Capt. George S. Warren, Scott Field; 1st Lieut. Frank M. Paul, Chanute Field; Lieut.-Col. John H. Howard, Hdqrs. 3rd Corps Area; Sailing August 19th - Major Percy E. Van Nostrand, Ft. Leavenworth; 2nd Lieut. Howard M. Féy.

Following officers ordered to duty in Philippine Department; Sailing July 28th - 1st Lieut. Charles C. Chauncey, Office, Chief of Air Service; 1st Lieut.

Charles B. DeShields, Procurement Planning Representative, N.Y. City; Sailing August 20th - 1st Lieuts. Hez McClellan, Robert M. Webster, Hugh A. Bivins, Frederick I. Patrick and Dudley W. Watkins, all of Brooks Field; 1st Lieut. James A. Woodruff, Chanute Field.

Following officers upon completion of tour of duty in Philippines to proceed to stations indicated: Capt. Lynwood B. Jacobs and 1st Lieut. Shiras A. Blair to Fairfield Air Intermediate Depot; 1st Lieut. Wm. Va. Andrews to Mitchel Field; 1st Lieuts. James G. Taylor and John W. Monahan to Kelly Field; 1st Lieut. Frederick P. Kenny and 2nd Lieuts. Alfred A. Kessler, Jr., Benj. W. Chidlaw, Orval R. Cook and H.M. Wittkop to Brooks Field, Texas.

1st Lieut. Walter H. Reid, upon completion foreign service tour, to Houston, Texas, as Air Service Instructor, Texas National Guard.

Capt. Howard J. Houghland from Ft. Leavenworth, Kansas, to New York City, for duty with Org. Reserves, 2nd Corps Area, relieving Major W.L. Moose, Jr., ordered to Mitchel Field for duty.

1st Lieut. James E. Adams from Pope Field to Langley Field.

1st Lieut. Russell M. Greenslade from Little Rock Air Intermediate Depot to Fairfield Air Intermediate Depot.

1st Lieut. Stanton T. Smith from Selfridge Field to Little Rock Air Intermediate Depot.

1st Lieut. Charles T. Skow to Marshall Field upon completion of duty in Panama.

1st Lieut. Courtney C. Whitney to Office, Chief of Air Service upon relief from duty in Philippines.

1st Lieut. Cornelius E. O'Connor, from Philippines, to Kelly Field.

2nd Lieut. Mervin E. Gross from Philippines to Maxwell Field.

1st Lieut. Clarence F. Horton to Walter Reed Hospital for treatment.

Major Clarence L. Tinker to duty as Asst. Military Attache, London, Eng., relieving Major H.C. Davidson, ordered to Tactical School, Langley Field, Va.

2nd Lieuts. Mitchell A. Giddens, Ernest A. Suttles, Raymond M. Barton and 1st Lieut. E.A. Niblack relieved from Advanced Flying School, Kelly Field, and attached to duty with 2nd Division, Ft. Sam Houston, Texas.

Captain Harvey W. Cook from Langley Field to Kokomo, Ind., as Air Service Instructor, Indiana National Guard.

Lieut.-Col. Arthur G. Fisher to Panama Canal Zone, sailing August 14th.

2nd Lieuts. Aaron J. Yauger from Advanced Flying School to Scott Field for duty.

Transfers: 2nd Lieut. Russell T. Finn to Field Artillery March 24th, with station at Fort Sam Houston, Texas.

2nd Lieut. Robert W. Douglas, Jr., to Infantry, April 13th.

NOTES FROM AIR SERVICE FIELDS

Kelly Field, San Antonio, Texas, April 12th.

In the Advanced Flying School one student, Cadet Peasley, has been relieved from training; having reported to the Station Hospital to undergo an operation for appendicitis. There are now under flying instruction in the class, 92 students. A total of 57 being on solo stage, with 30 still on dual.

1st Lieut. Walter Miller, A.S. reported to this station from Crissy Field, assigned to the 10th School Group for duty as Aircraft Inspector, in place of Lieut. E. W. Dichman, recently transferred to McCook Field, Dayton, Ohio.

Three enlisted men of the 10th School Group were ordered to Dallas, Texas, to duty at the meteorological station at Love Field, viz: Sergeant Claude Perkins, Private James Sherman, 10th School Group Headquarters, and Private Edward Martin, 68th Service Squadron.

Captain Burdette S. Wright, A.S., senior flying instructor of the Advanced Flying School, took off for Dallas, Texas on the afternoon of April 10th, with L.D. Wall, official of the Amateur Radio Association. Mr. Wall is scheduled to attend a conference of that body in Dallas. Captain Wright returned to Kelly Field the same date.

Two planes left Kelly Field on Saturday morning, April 10th, for Biggs Field, El Paso, with pilots to bring back two DeHaviland planes from that station, which have been assigned to the Advanced Flying School here. Biggs Field is turning over to Kelly Field DeHaviland planes as fast as it receives new Douglas O2 planes from the Douglas Factory in Santa Monica, Calif. Two Douglas planes already have been delivered to the El Paso Field, and one more is expected. The DeHaviland planes which have metal fuselages will be used as training planes for student pilots. They will be flown back from El Paso by Lieut. C.C. Jerome, a Marine Corps officer, and Lieut. J.M. Weikert. The two pilots went out in Douglas planes piloted by Lieut. John I. Moore and Lieut. A.C. Kincaid.

Saturday, April 3, the 3d Attack Group sent a flight of three airplanes to the Gulf for purpose of testing the Thompson Sub Machine Guns. The flight left Kelly Field at noon, commanded by 1st Lieut. C. McK. Robinson, with 2nd Lieuts. I.B. Greene and Norme D. Frost. 1st Lieut. R.T. Cronau of the 22d Photo Section accompanied the flight, to photograph the tests, which were conducted by using cloth targets placed on the water at Aransas Pass, Texas.

The 3rd Group has been assigned three additional Flying Cadets - Paul E. Johnson, formerly a Staff Sergeant of the Group, and T.P. Nelson and George H. Sparhawk; from the 10th School Group. The number of Flying Cadets now assigned to the Group is seven.

On April 16, the 3rd Attack Group sent thirteen airplanes to the Air Force Maneuvers at Fairfield, Ohio, (ten O2 and three DH-4B airplanes.) One of the DH-4B airplanes is equipped with seven machine guns in addition to the A-3 bomb racks. Four of the machine guns are of the internal wing design, being mounted in the upper end lower wing panels of the airplane.

1st Lieut. C. McK. Robinson, Operations Officer of the 3d Attack Group, was ordered to Mitchel Field, Long Island, New York, on temporary duty for approximately three months in connection with the installation of Maintenance and Technical Systems. Enroute to New York he will stop at Fairfield, Ohio for a conference with Major Brett relative these systems.

Lt. Colonel Wm. R. Davis, M.C., Chief of the Medical Section, Office of the Chief of Air Service, arrived at this station on April 2d and is the house guest of Lt. Colonel C.C. Culver. His visit at this station is in connection with Flight Surgeon activities of interest to the Air Service at Large.

Major Francis H. Poole, M.C., Commandant of The School of Aviation Medicine, Mitchel Field, New York, arrived at Kelly Field by airways on April 11th for conference with Colonel Davis, and inspection of Flight Surgeon activities at Kelly and Brooks Fields. During his stay he is a guest of Major Harry N. Kerns, M.C., Flight Surgeon at Brooks Field.

2nd Lieut. Bump of the 90th Attack Squadron, returned from an airways flight to Scott Field, Ill., and reported a successful trip except for the fact that he was delayed for two days on account of inclement weather. He also reported that he spent a few nerve racking moments as he took off from an emergency two-way field near Kansas City, which was only six hundred feet long and bordered on one side by high voltage wires and the other by trees, with a cross wind to further the situation. However, he cleared the trees taking only a few leaves from them with his landing gear.

Cadet Jamison returned to Kelly Field from Scott Field, Ill., April 11th, where he went to bring back Lieut. H.W. Anderson, who while on an flight

to Scott Field met with many difficulties due to the very bad conditions of the weather during the trip.

Brooks Field, San Antonio, Texas, April 20th.

The Transport plane has been put to good use. As an example, last week our wrecking truck blew out both rear tires nearly a hundred miles south of here. To send another truck down through the mud would have meant a delay of several days. Major Royce and Lieut. Corkille piled the two huge casings into the transport, the only ship we have big enough to carry them, and flew down to Skidmore, dropped them by parachute, and were back all in about two hours' time.

This morning orders came in sending Bivins, McClellan, Patrick, Webster and Watkins to the Philippines in August, and Fey to Hawaii at the same time. The old order is passing fast here now.

Major Poole is here from Mitchel Field, making a study of the School from a Flight Surgeon's standpoint.

Flying time for the week ending April 16th was as follows: Aircraft hours, 584:55; Man Hours, 1142:15; Cross-country hours, 94:10; Cross-country man hours, 187:30.

Langley Field, Hampton, Va., April 12th.

11th Bombardment Squadron: Twenty flights were made by the Squadron during the past week for a total of 15 hours and 15 minutes.

Another addition to our staff of officers is 2nd Lieut. Earle K. Parker, A.S. Res., who upon being assigned to the organization assumed the duties of Mess, Communication and Armament Officer.

20th Bombardment Squadron: The organization was busy with bombing practice for the past few weeks, and some very good hits have been made. Lieut. A. Lindeburg and Cadet A.M. Banks, who compose the star team of the squadron, are responsible for these hits and they assure us that they will make a very good showing at the record tests.

58th Service Squadron: 1st Lieut. Joseph T. Morris, C.O. of the Squadron for the past 18 months, departed from the field April 9th on leave for eleven days, upon the expiration of which he will sail from New York on the Transport CAMBRAI for San Francisco, Calif., then to his new station in the Hawaiian Department. 1st Lieut. John R. Drumm assumed command of the 58th on April 9th.

19th Airship Company: Authority was received for the 19th Airship Company to have two teams actively engaged in observation work in connection with the Aerial Gunnery and Bombing Contests to be held at Langley Field in May. Captain Charles P. Clark and Lieut. W.L. Harris will represent the first team and Lieuts. W.A. Gray and R. Kiebertz the second team.

The new Airship TC-9, now nearly completed, is receiving its finishing touches, and it is expected that the ship will soon be in the air.

96th Bombardment Squadron: Work during the past week consisted of getting planes and equipment ready for the Air Maneuvers at Fairfield the latter part of the month.

Capt. Kirkpatrick, our Squadron Commander, was on leave for the past few days.

Langley Field, Hampton, Va., April 20th.

11th Bombardment Squadron: The planes of the Squadron flew 15 hours and 40 minutes last week.

Stating it in soldier parlance, the personnel of the Squadron has "Put Out" for the past 15 days getting the planes in good condition for the Air Force Maneuvers at Fairfield, Ohio. Four of our ships left at 9:30 A.M. April 15th for Fairfield, piloted by Lieuts. Walker and Allison and Cadets Dawson and Banks. Eleven enlisted men of the Squadron are accompanying the ships.

April has given us an abundance of its proverbial showers, but in spite of this the baseball season is well under way. The 11th Squadron played and won two games, defeating the 96th and 20th Squadrons. Corporal Brownlee pitched both games. In his second game he struck out 18 batters.

20th Bombardment Squadron: Special Orders #59, Hdqrs. 2nd Bombardment Group, A.S., April 8th, carries a pleasant significance for the Squadron. These orders assign Captain Cecil G. Sellers, A.S. Res., D.S.C. to the Squadron

for duty. The old-timers in the outfit are busily engaged in properly instructing all recruits and personnel in the history of the 20th, which is brought to our minds by Capt. Sellers' appearance for duty. The Captain was the first commanding officer of our Squadron in France and performed meritorious service as "C.O." and pilot during the whole of the Squadron's operations with the A.E.F. In September, 1918, equipped with DeHavillands, the Squadron raided towns in Germany eight times. In seven of these occasions Capt. Sellers led the formation which helped turn the tide and put the last great offensive of the World War in motion.

Some of the records made during these raids follow:

First Squadron of American built planes to bomb the enemy.

Has dropped more bombs than any other Liberty airplane organization.

Vanquished more enemy planes than any other Liberty Bombing outfit, eleven planes being brought down.

Three of its members, including Captain Sellers, are entitled to wear the Distinguished Service Cross.

By courageous conduct in flight and at airdromes, Captain Sellers instilled courage in his command and caused in no little manner the auspicious record of the 20th Bombardment Squadron to be written in the history of American aviation.

96th Bombardment Squadron: All planes of this squadron left this station for Fairfield, Ohio, to participate in the Air Force maneuvers to be held there.

59th Service Squadron: 2nd Lieuts. Allison and Nelson, A.S. Res., Staff Sgts. Prast and Glenn and Corporal Coulson are enroute cross-country to the Air Force Maneuvers at Fairfield, Ohio.

Staff Sgts. Bish and MacDermott are under orders to proceed to Fort Hamilton, N.Y., for transportation to Panama and Philippine Departments, Sgt. Bish going to Panama. The organization extends to Sergeant Bish and family, and Sgt. MacDermott "Bon Voyage".

19th Airship Company: The Langley Field Balloon Team left for Little Rock, Ark. in time to obtain some meteorological data on the air currents and other features incident to the National Elimination Balloon Race, the winners of which will represent the American Army entries at the International Gordon Bennett Cup Races to be held in Belgium this summer.

On April 16th the new Airship TC-9, which has been under erection during the past two weeks, was given a trial flight. The performance of the ship was satisfactory in every respect. The ship has a very good lift and will carry ten men easily.

First Pursuit Group, Selfridge Field, Mt. Clemens, Mich., April 9th.

We haven't had a decent day here for so long that some of the pilots are going to forget how to handle a stick when they do get in the air. During the last formation on April 2nd Cadet Davies (flying a 27th Pursuit Squadron AT-1) nosed over in landing. He hit a soft place in a field full of them and made a complete somersault - as a cook flips eggs in a hash house. However, no one was injured and the propeller wasn't broken.

The flight of AT-1's that Lieut. Bettis is bringing from San Antonio, Texas, suffered a casualty at Monett, Mo., when Cadet Harold B. Wilson crashed at that place, washing out his plane and causing minor injuries which resulted in his being detailed a couple of days in the local hospital. Cadet Wilson was ordered to ship the remains of the ship to Selfridge and to proceed to this station by rail as soon as possible.

2nd Lieut. Leonard H. Rodieck, who just completed a course of instruction at the Advanced Flying School at Kelly Field, Texas, reported to the Group for duty and was assigned to Headquarters pending further assignment.

Major Carl Spatz, the Group's old commanding officer, who is now with the Training and War Plans Division, Office, Chief of Air Service, arrived here April 6th in a new P-1-A. Major Spatz called three of his old Non-coms before him (Master Sergeant Gosnear (27th); Miller (94th) and Wadsworth (17th) for a little talk over old times. They had been together for several years prior to Major Spatz's transfer to Washington and their days of strife and struggle, especially during those epochal days in Galveston, Texas, when the First Pursuit Group battled rain and knee deep mud and a mythical enemy, are not easily forgotten. One often hears the old-timers speak of these maneuvers at Galveston where the rain and wind flung tents aside in wild abandon and mired the wheels of the Spads until they disappeared from sight. Then they tell, too, about the thousands of egg crates they used for tail skid floor boards.

Major Spatz departed April 7th for McCook Field in one of the Group DeH's, with Lieut. Crane as passenger, but due to low and heavy fog was forced to land at Beaver Dam, Ohio.

The combined maneuvers scheduled for about 15 days commencing on or about April 16th are causing considerable conjecture. Mechanics wonder who are going and all make every effort to obtain advance information. These maneuvers are, it is understood, to represent a brigade movement and include personnel and equipment of the 2nd Bombardment Group, Langley Field, Va., the 3rd Attack Group, Kelly Field, Texas, and the 1st Pursuit Group of Selfridge Field, Mich. Concentration will be made at Fairfield, Ohio, and from here it is expected the Brigade will move northward to Oscoda, Mich., on Lake Van Ettan, for combined aerial gunnery and bombing. The Group is to furnish 12 officer pilots and as many pursuit ships and about 13 enlisted mechanics. Nothing is known of the strength or the amount of equipment of the other Groups that will participate.

The proposed housing program for this field is paving the way for many and endless arguments. No one, of course, knows just what is going to happen and every one is hoping and praying for the best. We know of no finer place than Selfridge for an Air Service station or the permanent home of the First Pursuit Group if -- it only had better housing facilities for officers and enlisted men alike. It is believed that something will be done this summer. A tentative layout showing the approximate location desired for various buildings to be constructed (if such construction is actually authorized) is now being prepared for Headquarters Sixth Corps Area.

Organization Day of the First Pursuit Group, May 5th, is the beginning of the Group athletic year, and on this day we have our field meet and the first baseball game of the season. Some of the organizations are now preparing for strenuous competition, and while baseball material at this time is unknown it is assured that the forthcoming season will see some good games hotly contested and well played. The 94th Pursuit Squadron should have the edge on the rest since they have Corporal Browning, a pitcher of no little ability. He had a good record in the Philippines and seems to have lost none of his stuff. But one man can't win a championship, so perhaps some of the rest are going to have a chance at least.

Phillips Field, Aberdeen Proving Grounds, Md., April 26th.

18th Airship Company: The TC-5 of the 18th Airship Company furnished the vehicle for the taking of movies during a night flight for the Pathe News. These pictures were taken Monday night and released Wednesday noon from New York.

Lieuts. James F. Powell and James F. Early left for Little Rock, Arkansas, to represent the 18th Airship Company in the National Balloon races which started from that place April 29th.

Field Service Section, Fairfield, Ohio, April 10th:

A sub-committee of the Air Service Technical Committee is now in session at McCook Field. Major G.H. Brett and Lieut. C.A. Cover are the members from the Field Service Section. The present meeting was called for the purpose of arranging subjects for presentation to the complete committee, which will hold its regular semi-annual meeting in June.

Lieut.-Col. Wm. E. Gillmore, Chief of the Supply Division, D.C.A.S., visited the Field Service Section recently and conferred with Major Brett regarding future work of the Section.

Mr. O.J. Neff left March 23th on an extended trip to several airplane factories in the east for the purpose of preparing Air Service catalogs on various new types of aircraft which are now in course of construction. He expects to return to the Field Service Section in June.

The first catalogs, containing half-tone photographs, are about to be distributed to the Service.

The catalog on Armament, the largest catalog yet issued by the Field Service Section, has been completed and distributed to all fields and stations.

Lieut. C.A. Cover recently flew to Scott Field to consult with the Commanding Officer on supply and maintenance problems.

Lieut. Robert E. Self has been appointed Officer in charge of civilian personnel. In addition, he is Property Officer for the Field Service Section and he assists Lieut. B.M. Giles, who is Chief of Materiel Branch. Lieut. W.J. Hanlon remains in charge of Cost-Requirements and Lieut. C.A. Cover is in charge of the Maintenance Branch. Lieut. L.E. Sharon will sail for the Hawaiian Islands April 20th. Prior to his departure he spent a few weeks with his parents at Hoopston, Ill.

In addition to routine work the Field Service Section has undertaken a number of special studies. The revision of the Allotment Table is in progress; a study of the cost of flying is under way; a study of administrative economies has been completed; a study of depletion of war-time stocks has also been made.

Major W.G. Kilner, Executive, Office, Chief of Air Service, visited the Field Service Section March 24th, making a detailed investigation of the work of the entire section.

Major H.S. Burgwell spent several days at the Field Service Section during the latter part of March. He is interested in the subject of Air Service Inspection and while at this Section he made arrangements for the collection of information that should be of assistance to inspectors in their work at fields and stations.

Luke Field, T.H., March 31st.

The Transport CAMBRAI sailed for the mainland March 17th, carrying a large number of Luke Field officers enroute to new stations or going back on leave. The usual Aloha formation was furnished by the 72nd Squadron, consisting of five DH's, piloted by Lieuts. Salisbury, Roberson, Stace, Wheeler and Goodrich. The following officers departed: Lieut. A.G. Hamilton enroute to Kelly Field, Texas; Lieut. A.I. Ennis to Chanute Field; Lieut. O.L. Stevens to Mitchel Field; Lieut. L.C. Blackburn to Langley Field; Lieut. Frank Tyndall to Curtiss Airplane Company, Garden City, L.T.; Lieut. A.L. Jewett to Marshall Field, Kansas; Lieut. R.C. Wriston to Ft. Sam Houston and Lieut. J.S. Griffith on three months' leave.

The night before the boat sailed the bachelor officers and the officers of the two pursuit squadrons entertained their departing brethren at a farewell dinner at Ishii Gardens, a Japanese tea house. Needless to say, a good time was had by all.

The Air Service received 45 casuals on the last trip of the Transport CAMBRAI. They are quartered in tents on Luke Field and are now undergoing a six weeks' course of instruction under the supervision of Lieut. Cushman Farnum. Thirty of the recruits will remain at Luke Field while fifteen will go to Wheeler Field when their course of instruction is completed.

Major General Edward M. Lewis, Commanding General of the Hawaiian Department accompanied by Col. A.G. Lott, Chief of Staff; Major Goolrick, Air Officer; and Lieut. R.E. Moore, aide, made an informal tactical inspection of Luke Field on March 30th. The General was much interested in the new PW-9 airplanes and was greatly impressed by the maneuvers executed by the pilots of the pursuit squadrons.

Biggs Field, El Paso, Texas, April 10th.

The aerial gunnery and bombing training of the flying personnel of this Air Service station has now been concluded for this season with, on the whole, gratifying results. The firing on tow targets with fixed guns had to be abandoned owing to the danger to personnel on the ground and the unsuitability of the available range for that class of fire.

Lieut. Charles Douglas left by rail for Fairfield Air Intermediate Depot and returned with a new metal photographic ship.

Lieut. Lloyd E. Hunting left April 10th with Private Leonard Griffith, 12th Obs. Squadron, as passenger, for Post Field, Fort Sill, Okla., on a cross-country training flight.

Staff Sgt. Fred I. Pierce, 12th Obs. Squadron, piloting a DH, with Master Sgt. Edmund Thile, 12th Obs. Squadron as passenger, left for San Diego, Calif., April 10th on a cross-country training flight.

Sgt. James R. Louderback, 1st Photo Section, was transferred in grade to the 8th Cavalry, this station, on April 7th.

Private Clifford E. Cummins, honorably discharged on expiration of term of enlistment on April 6th, re-enlisted the following day. Private 1st Class James M. Dryden, absent on furlough visiting his home in Scotland, applied to The Adjutant General of the Army for discharge by purchase.

Crissy Field, Presidio of San Francisco, Calif., April 9th.

Crissy Field during March finished most of its annual aerial gunnery practice. The two officers who made the highest scores - 1st Lieuts. C.V. Haynes and J.W. Benton - will represent this field in the National Aerial Gunnery

and Bombing Matches this year.

Captain John P. Beeson, M.C., our Flight Surgeon, left March 5th for Hawaii. A formation was sent out to fly over the Transport to honor Capt. Beeson's departure.

Capt. Wm. C. Ocker, pilot, with Sgt. Peter M. Feeney, 91st Obs. Sqdn., observer, worked with the anti-aircraft batteries of the 63rd Coast Artillery Corps at Fort Scott for the purpose of accomplishing tracking drill.

Lieut. C.V. Haynes, pilot, and Major J.Y. Chisum, observer, flew the Loening Amphibian to Clear Lake, Calif., on March 12th, for the purpose of talking to the citizens in that vicinity regarding the establishment of a landing field. At a later date it was decided by the Town of Lakeport to vote on a bond issue for the establishment of a municipal landing field.

The National Guard Flying Field at Griffith Park, Los Angeles, Calif., of which Lieut. Leslie P. Arnold is in charge, was visited March 26th by Lieut.-Col. F.P. Lahm, Corps Area Air Officer, and 1st Lieut. H.A. Moore, Observer. After an official inspection of the field Col. Lahm commended Lieut. Arnold on its administration and condition.

While returning from a cross-country trip to Rockwell Field, San Diego, Calif., Lieut. John R. Glascock, pilot, and Major J.Y. Chisum, observer, experienced two forced landings due to a leaky air valve, but finally arrived at Crissy with ship and passengers okeh. The purpose of the trip was to make arrangements for the summer training camps at Rockwell.

The following officers flew to the Presidio of Monterey for the purpose of conducting a problem with the 11th Cavalry March 27th: Major Delos C. Emmons, 1st Lieuts. C.V. Haynes, A.W. Marriner, Eugene B. Bayley and Willis R. Taylor (Photographic Officer). The problem, which included two-way radio communication and the picking up of written messages from the ground by an airplane, was accomplished very successfully. All phases of the problem were worked out and accomplished on time and without a single failure. The work of the Air Service in the problem was commended very highly by Col. L. B. Kromer, commanding the Presidio of Monterey.

Staff Sgt. Paul L. Woodruff, pilot, and Capt. Riggs, 63rd Coast Artillery Corps, observer, made a night flight for the purpose of cooperating with the 63rd Coast Artillery (AA) in a searchlight tracking drill at 5,000 feet altitude.

Major Delos C. Emmons gave a talk on the Cooperation between the 11th Cavalry and the Air Service on March 30th at the Presidio of Monterey.

During the month of March 1st Lieuts. Willis R. Taylor and C.C. Wilson (observer) made several trips to Rockwell Field and return via Bakersfield, Calif., for the purpose of checking the San Diego-Bakersfield, Bakersfield-San Francisco Airways map strips.

1st Lieut. A.W. Marriner, Communications Officer, installed and has had excellent results with the two-way radio communication on both the new Douglas O-2 airplanes and the Loening Amphibian.

Crissy Field has carried out its regular March training program, which included formation flying, air radio communication problems and practice, and photography.

Last, but not least, one of our officers and, incidentally, one of the oldest flying officers in the country, if not in the world to-day, Captain William C. Ocker, turned up out of a clear sky with a bride. We know that this will be news to all of Bill Ocker's friends in the service and that they will join us in wishing him happiness.

A welcoming party is being arranged for Bill when he and his bride move on the post.

Pope Field, Fort Bragg, N.C., April 15th.

The finishing touch on Air Service equipment at this station will be enhanced by the erection of a Lighter-than-Air mooring mast. The location having been selected by Lieut. Colonel C.H. Danforth during his recent inspection visit. The mast being on hand and the local Quartermaster in possession of the necessary authority to proceed with the work we do not hesitate to assure those interested of this advantage during the summer training period.

Machine gun practice was temporarily transferred to Langley Field where more ideal conditions are available, 1st Lieut. W.F. Robinson being determined to press the advantage gained by his creditable showing at the meet last year. Other gunners are by this token warned to look to their laurels.

The routine inspection last week by Colonel H.S. Wagner of the Inspector General's Department found Pope Field amply prepared, with considerable margin, in the writer's opinion, the only "fly in the ointment" appearing in the form of a hair growing contest among a few of our Super Beau Brummels.

The Fort Bragg reservation, decked out in all its spring finery, was recently photographed for mapping purposes by 1st Lieut. Miller from Maxwell Field. Some idea of the scope covered can be derived since five hours of continuous flying were required to complete the job with a new O-2 Photographic ship.

Our genial Commandant 1st Lieut. H.W. Holden, is sitting easier this year with reservation forest fires greatly reduced from the 150 square miles that burned under his observation last season, necessitating daily patrols, one of which ended with a wild ride over the tree tops listening to the knob end of a con rod playing Home Sweet Home against the crankcase. With the pilot trying to find the thickest tree tops and the Observer centered on open places, neither of which were at hand, one can imagine not only the relief of a safe landing but the relish with which this Spring of few fires has been welcomed.

Scott Field, Illinois, April 8th.

The Chief of Air Service visited Scott Field on March 17th and was met at St. Louis by Lieut.-Colonel Paegelow, Commandant of the post. During the course of their automobile ride to Scott Field they were escorted by a formation of four airships, flown by Major Strauss and Lieuts. Axtater, Holland and Salsman. During the noon hour General Patrick gave an interesting talk to the officers of the post at a meeting held in the Balloon and Airship School. An inspection of all activities followed. In the evening a reception, was given at the Officers' Club in honor of the General.

Lieut. Alfred I. Puryear, who reported for duty last week, was assigned to the Air Intermediate Depot.

The 9th Airship Company was host at a smoker and vaudeville presentation on March 22nd. Some superlative talent appeared from the ranks of the organization and afforded an exceedingly good show. In addition, five fast boxing bouts were added to the festivities, a fitting climax to an interesting evening.

Capt. R.W. Wittman, Lieuts. Lawrence A. Lawson, Benj. B. Cassidy and Jos. P. Bailey departed early in March for Brooks Field.

Capt. and Mrs. George S. Warren returned from San Antonio, Texas, where Capt. Warren took a course in airplane observation. In this connection it might be mentioned that Capt. Warren qualified as a pilot of airplanes during the war.

Lieut. Orin J. Bushey, who recently returned to the field, is under orders to go to Panama in May. He is at present on leave of absence but is spending same in this vicinity.

After leaving his illusions in San Antonio, Lieut. Wm. J. Flood returned and is now in command of the 12th Airship Company.

The officers of the post gave a dance at the Club March 19th, the committee in charge of arrangements consisting of Lieuts. Anderson, Williams and Lachmiller.

Marshall Field, Fort Riley, Kansas, April 20.

Major H.H. Arnold, recently of the Office of the Chief of Air Service, assumed command of Marshall Field.

Capt. Thomas Boland and Lieut. R.E. Fisher arrived from Santa Monica, Calif., last week, ferrying in two new Douglas Observation planes. They made the trip in two hops, the only stop being at El Paso, Texas. The flying time for the approximate distance of 1500 miles was 14 hours. Lieut. Hicks arrived April 12th with the third Douglas, which completes the allotment for this station.

The pilots of the 16th Observation Squadron were busy the past two weeks flying Cavalry officers on reconnaissance missions and tactical problems.

Capt. Boland flew General E.E. Booth to Hoisington, Kansas, on April 15th, where the latter gave a talk before the American Legion on "Americanism".

Several pilots from the Squadron expect to visit the Airship and Balloon Races to be held at Little Rock, Arkansas, April 29th and 30th.

Lieut. Carl H. Barrett, who has been confined to quarters the past few weeks, is progressing nicely and is expected to be out in a short time.

Capt. Boland and Pratt flew to Kansas City April 15th to discuss training activities, returning the following day.

Brooks Field, San Antonio, Texas, April 6th.

Quite a few pilots from this field hope to attend the National Balloon Race at Little Rock, Ark., April 29th and 30th.

Lieut. Hugh Downing is the proud father of a baby girl. Mrs. Downing and the child are reported very well.

Lieut. W.H. Hardy, detailed from the Cavalry, was married in Corpus Christi Monday noon, April 12th.

A public dance for the benefit of the athletic fund was held in the big hangar Friday, April 2nd. Due to excellent advertising, sky-writing and a night-flying formation, the dance was a success, enjoyed by all present.

The baseball season opened April 5th with a clash between the 46th and 62nd Squadrons.

Fourth Composite Group, Philippine Islands, March 17th.

66th Service Squadron: The Squadrons won the Post Volley ball championship by defeating all other organizations on the post, much credit for the success of the organization in athletic prowess being due to Lieut. Edwin B. Bobzien, Athletic Officer.

The Squadron Chicken Ranch is just about completed and at present a dozen pedigreed chicks adorn the roosts.

A very delightful coffee repast was given in the Squadron mess hall in honor of the departure of Staff Sgts. Thompson and Buckland.

28th Bombardment Squadron: On February 15th the Squadron joined in the joint maneuvers of the Army and Navy, the squadron personnel consisting of Captain Eagle, 1st Lieuts. Landers, Rush, Koontz, Monahan, 2nd Lieuts. Kessler, Gross, Snavely, Master Sgt. Kilinski, and the following attached bombers: Major Browne, Captain Adler, 1st Lieuts. Esterbrook, Mills and Powers. They participated in the actual and simulated bombing of Los Cochinos Rocks and Razor Rock in the vicinity of Corregidor Island.

Lieut. Gross, pilot, and Lieut. Mills as smoke screen operator, laid a smoke screen on the windward side of Corregidor Island for the purpose of shielding the movements of the light and heavy bombardment units. Two flights of 3 NBS-1's each were used for these maneuvers, each plane carrying 3 live and 3 dummy 100-lb. bombs. The total amount of flying time by the Squadron during these maneuvers - February 15th to 19th, is as follows:

NBS-1 Simulated bombing 43 hrs. 50 min. 17 flights.

NBS-1 Actual bombing 40 hrs 20 min. 26 flights.

NBS-1 Smoke Screen flying 7 hrs 15 min. 3 flights

Flight B, 2nd Observation Squadron. On February 6th Lieut. Earle G. Harper, commanding the Flight, departed on-leave for China via S.S. President Jackson. A formation of five DHs was flown in honor of Lieut. Harper, its leading ship bearing a large side streamer wielding the words "GOOD-BYE EARLE". Lieut. Harper will return to the States on the present trip of the "Thomas".

Lieut. Melanson assumed command of B. Flight upon the departure of Lieut. Harper and designated Lieut. Albro as Adjutant.

Record Pistol Firing was completed during the month resulting in qualifying scores for practically all personnel, commissioned and enlisted.

"B" Flight took an active part in the Army and Navy Maneuvers, engaging in reconnaissance and surveillance missions as well as the final bombing and machine gun attack on Corregidor.

A forced landing of DH #8 equipped for night flying was made by Lieut. Niergarth on the beach near the Polo Club. It was a "Good Landing", both pilot and passenger walking to the Club.

The Flight is at present busily engaged in conditioning equipment for the tactical maneuvers scheduled to be held at Aparri.

HEADQUARTERS DETACHMENT

Capt. Kauch took advantage of the Naval offer to Officers of the Army for a trip to China and departed on the U.S.S. Destroyer Preble, for a visit of thirty days. During Capt. Kauch's absence Lieut. Andrews will be our C.O. in addition to his other duties.

Master Sergeant Hornby, ex-member of the 49th Bombardment Squadron, Aberdeen Proving Grounds, Md., will join us when the THOMAS arrives. He replaces Mr. Sgt. Potter who purchased his discharge last July.

We lost two of our N.C.O.'s., through expiration of Foreign Service Tour on this boat and they have already departed for the Casual Detachment, Ft. McKinley. They are Sgt. William Gallagher, transferred to Langley Field, Va.,

and Sgt. Rudolph Wojnicki, to Scott Field, Ill.

Staff Sgt. Roy Lovins, on Detached Service with the Philippine Air Depot and attached to our organization, will leave us on this boat to report for duty to the C.O., 11th School Group, Brooks Field, Texas. How we will miss him.

THIRD PURSUIT - CLARK FIELD

1st Lieut. Lanagan returned on the 20th from Aparri where he has been for the last three weeks preparing a landing field to be used by the Group during the coming maneuvers. He reports that this field is one of the best in the Islands being 1000 yards long and about 400 yards wide with excellent approaches.

This Squadron took part in the combined Army-Navy Maneuvers held off the Island of Corregidor. Our greatest success came the last day of the maneuver when acting as the enemy Air force a joint attack was made by this Field and Camp Nichols and the Island of Corregidor captured.

Capt. Earl H. DeFord and Lieut. J.G. Taylor returned from Baguio and report that the hot season crowd was beginning to arrive there and things were commencing to hum at the mountain resort.

The 26th Cavalry at Camp Stotsenburg have established a hunting camp near Q'Donnell and as we have an emergency landing field there we are often asked to give the officers a hop out there. On a recent trip we took out General McRae, General Donaldson and General Symmonds.

Talk about hunting de luxe -- this is it. You ride out to the camp by plane; there a horse is ready for you and you ride some four or five kilometers to where the drive is to take place. The Negrito beaters begin the drive and as there is plenty of game it is your own fault if you fail to get anything. Then the game is slung on a pack mule and taken back to camp where it is stowed aboard a plane and twenty minutes later it is in the cold storage plant at Camp Stotsenburg. I wonder if there is any place in the world this could happen except in the Philippines.

No better example is shown of the great possibilities and economies of air travel than the trip to this camp. It is situated in a narrow valley well up in the Zambales Mountains. By a direct air line it is about 20 kilometers from the field. By road it is some 50 kilometers over the worst kind of mountain trails. We make the trip in 15 minutes. A man mounted on a good horse could not make it in less than 24 hours.

Lieut. Kimble left on a Navy boat for a cruise among the Southern Islands. Staff Sgt. George Wiggs left on the 27th for a month's stay at Baguio. The last boat left quite a gap in our ranks, eighteen men leaving on the THOMAS which sailed on the 27th. Most of our non-coms are getting to be short timers and the familiar cry around barracks is "Eight more Sundays to go" or "Hot Dog, only eight more laundries to make up". The total flying time at this station for the month of February, 197 hours, 45 minutes.

2ND OBSERVATION - FLIGHT "A", KINDLEY FIELD, CORREGIDOR

A three-plane cross-country flight was made to Aparri during the month. Bad weather was encountered and pilots and mechanics had a difficult time keeping their sea-planes from being wrecked. The flight was made under the Command of Major Howard, Group Commander, and was made for the purpose of locating an aerial base at Aparri for use during the coming Department Air Service Maneuvers.

The Good Ship "THOMAS" slipped quietly into Manila Sunday night. She departed Saturday noon carrying with her Major Walton and his family, who are returning to the States on leave. We hope it will not be long before he returns. Capt. Knight from Camp Nichols will be in command during Major Walton's absence.

Wright Field, Fairfield, Ohio, April 9th.

Air Force Maneuvers were approved by the War Department, and will be held at Wright Field from April 20th to May 3rd. It is expected that at least 35 officers and 70 enlisted men from various stations will participate in these maneuvers. The following airplanes will take part: 15 planes from First Pursuit Group, Selfridge Field; 12 planes from the Second Bombardment Group, Langley Field; and 12 planes from the Third Attack Group, Kelly Field, Texas. To facilitate the handling of personnel and equipment, the following assignments have been made:

Executive Officer and Personnel Adjutant - Lieut. S.G. Frierson.

Officer in Charge of Line.

Capt. Edward Laughlin.

Officer in Charge of Housing.

Lieut. L.B. Savage.

Officer in Charge of Entertainment.

Lieut. B.M. Giles.

Officer in Charge of Mess.

Lieut. W.S. Hamlin.

Recent visitors at this post included Lieut. J.S. Gullet of Bolling Field; Capt. A.E. Simonin, Langin Field; Lieut. Irwin, Selfridge Field; Lieut. Isiah Davies, Richards Field; Lieut. J.E. Upston, Bolling Field; Major W.C. McChord, Chanute Field; Major E.A. Lohman, Phillips Field; Lieut. Edgar E. Glenn, Mitchel Field; Lieut. W.R. Peck, Schoen Field; Major E.L. Hoffman, Lunken Airport; Lieut. Charles Douglas, Biggs Field; Major H.A. Strauss, Scott Field; Capt. R.C. Candee, Lieut. Odas Moon, Kelly Field; Lieut. McCallum, Bowman Field, and many others.

On March 11th a post entertainment was given by the officers at the gymnasium, the guests being the officials and employees of the Crawford, McGregor and Canby Company. The program included a bowling match, a volley ball contest and dancing. Lieut. and Mrs. B.M. Giles entertained the bachelor officers at dinner preceding the entertainment.

A dance was given at the Officers' Club March 13th.

Lieut. George V. McPike was host at a dinner party preceding the McCook Field dance on the evening of March 27th. Among those present were Major and Mrs. Brett, Lieut. and Mrs. Frierson, Lieut. and Mrs. Greene, Capt. and Mrs. Colgan, Miss Gunn, Capts. Pratt, Houghton, Lieuts. Page and Hanlon.

The following officers participated in cross-country flights: Capt. Edward Laughlin to Scott Field March 23rd, returning the following day; Capt. Laughlin and Lieut. H.A. Bartron to Bowman Field April 5th; Lieut. W.L. Scott to the Pacific Coast, ferrying a Martin Bomber; Lieut. L.J. Maitland an airways inspection trip April 8th, going first to Chanute and Scott Fields, then to other points covered by the airways.



F. C. BARRY
AIR SERVICE

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The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard and others connected with aviation.

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THE ERUPTION OF MAUNA LOA
By Lieut. F.D. Stace, Air Service

The recent outbreak of Mauna Loa, the largest active volcano in Hawaii, was the cause of great excitement in all the Hawaiian Islands. This spectacle is the occasion for hundreds of residents of the big Island to flock to the scene of the flow, while special boats bring sight-seers from the other Islands. The average mind pictures the scene of a volcanic eruption as one of terror and consternation, with the inhabitants flying before an onrush of lava and boulders.

The belief of the native Hawaiians is that the volcano is only active when Pele, the Goddess of Fire, visits Hawaii. During the periods of inactivity, Pele is wandering about the world and her return to the islands is always announced by volcanic activity. During any eruption there are always rumors of a strange old woman (supposedly Pele) being seen in the vicinity of the mountain and in the districts of the lava flow.

The present eruption, the Kahunas (native priests) announce, is in answer to their prayers and sacrifices of last summer. At that time there was an assembly of the ancient Hawaiians at the rim of Halemaumau on Kilauea and Pele was entreated to return to her old home by sacrifices of pigs, prayers of the Kahunas, and sacred Hula dances.

At about midnight of April 9th steam and lava were noticed coming from Mauna Loa at about the eleven thousand foot level, and lava started to flow toward the sea, but soon cooled, and after two days the activity ceased. This lull in the activity was predicted by Dr. T.A. Jaggar, the volcanologist in charge of the observatory at Kilauea.

On Wednesday evening, April 14th, the volcano again became active, lava breaking out at Puu o Keokeo, about 8,000 feet above sea level, and starting its long journey down the slopes of Mauna Loa to the sea. Contrary to the general custom, this lava flow had its origin not in a crater but in a great rift in the mountainside above the volcanic action. The great stream of molten rock proceeded down the mountain side a short distance and then split into two sections, the main section, known as the Hoopuloa flow, going toward the Kona coast and the other section, the Kau flow, disappearing in the earth only to reappear again and continue its original course for a few miles. The Hoopuloa flow was by far the larger and was the only one to reach the ocean.

To the observer the flow was both awe-inspiring and beautiful. At times at the source great fountains of red hot lava could be seen shooting high above the rift, or great columns of smoke standing above the rift, like silent sentinels of the color guard of old Madame Pele. Down the slopes of the mountain moved the great mass of molten lava - at night a golden stream lighting up the country for miles around, and by day a white hot stream in the center of a road of red.

The advancing mass of lava gave a wonderful example of a stream preparing its bed. As the head of the flow progressed it pushed lava to the front and sides. This lava, cooling and hardening, formed a regular trough in the center of which was the stream of moving lava. The banks of the stream cool and harden so rapidly that the daredevil observer may walk to the very edge of the molten stream and see at his very feet the river of fire proceeding toward the sea.

The head of the flow was a particularly wonderful spectacle, a veritable Fourth of July display. As the hot lava would strike a tree a brilliant white flash would ensue, to be followed later by the blue flame of escaping gas or the red beam of a bursting lava bubble. But always the flow pushed onward, streaking a golden course down the mountain side, leveling forests, pushing across ravines and hillocks - a slow moving, flaming, irresistible mass of molten rock.

When the hot golden lava came crackling down the slope through the forest, crossed the concrete government road, and then suddenly turned at right angles it became a foregone conclusion that the fishing village of Hoopuloa was to destruction.

As the flow approached Hoopuloa preparations of an elaborate character were made to appease the wrath of Madame Pele. Kahunas were brought in and sacrifices of a pig, tobacco, awa root, okolehao and herbs were made to the Goddess to satisfy her hunger. The Goddess evidently had a craving for fresh fish, however, for the flow relentlessly pushed on, first battering the houses to pieces with flying boulders, then burning and burying them with the white hot lava.

The first hot stone rolled into the sea at 6:21 a.m. on the morning of the 18th and soon after the typically Hawaiian village of Hoopuloa was completely obliterated. As the hot stream hit the sea with a hiss and roar, columns of steam rose thousands of feet in the air, the water in the vicinity of Hoopuloa could be seen to boil and farther out turtles and large fish were observed rapidly making their way out to sea along the surface of the water, the deeper water evidently being too warm.

The villagers of Hoopuloa were mostly old Hawaiians and their faith in the Kahunas was absolute. As the flow approached the town the Kahunas set out a line of red flags to mark the place for the flow to stop. So complete was the faith of the people that no attempt was made to save any of their belongings, although they were repeatedly warned to move. One family temporarily lost faith and started to move, but later they were cajoled into remaining. Now the villagers say this lack of faith nullified the incantations and sacrifices of the Kahunas and this poor family is blamed for the loss of the whole village.

Now Hoopuloa, the Hoopuloa of Hawaii, is gone, and with its passing goes one of the few remaining vestiges of old Hawaii. The little cluster of typically old Hawaiian houses, the banana and palm trees gently waving in the trade winds, the little fleet of outrigger fishing canoes and the old wharf in the bay are gone, buried under the tons of lava from the hand of Pele, the Fire Goddess of the volcano.

Souvenir fiends, always somewhat careless with their lives, seem particularly foolhardy in the manner they court disaster in the passing of a lava flow. Some men rushed into the forest and stood almost beneath the oncoming 20 foot wave of lava. Others climbed on top of the cool lava and watched the molten stream in the center pass on. An explosion, a spray of lava or a cave in and they might have been killed or crippled for life.

The big spectacle ceased on Monday, April 19th, and although there was still some activity at the source, the consensus of opinion among the observers was that "Madame Pele is *pau".

* finished.

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THE FLIGHT TO THE VOLCANO

When the flight of three airplanes returned from the Island of Hawaii on April 19th they completed one of the most important flights in the history of aviation in the Hawaiian Islands.

When Mauna Loa started an eruption and spectacular lava flow on April 14th, Dr. T.A. Jaggar, volcanologist in charge of the Kilauea Observatory, requested that a flight of Army planes be sent to Hawaii in order to locate the source of the flow and obtain pictures of its course. The higher slopes of the big volcano on Hawaii are practically inaccessible by land.

In compliance with Dr. Jaggar's request, the Department Commander authorized a flight of three airplanes to Hawaii. The flight consisted of Lieut. Harold R. Rivers, C.O. of the 11th Photo Section, flight commander and pilot of the photo ship, with Staff Sergeant Robert H. Benson, photographer; Lieut. James D. Givens and Lieut. Glenn Salisbury of the 72nd Bombardment Squadron, as pilot and observer respectively, in a DH4B; and Lieut. Everett S. Davis, 4th Obs. Squadron, Wheeler Field, pilot of the Loening Amphibian with Tech. Sgt. Dan H. Dorcy as radio operator.

The flight left Luke Field on Saturday, April 17th, at 10:00 a.m., and arrived at the Upolu Point Field on Hawaii at 12:10 p.m. When all planes had been serviced, the flight proceeded to the South Cape Landing Field, which was only a few miles from the lava flow. On the flight to South Cape pictures of the flow were taken, the most noteworthy being those showing the huge flow approaching the village of Hoopuloa.

Sunday morning several flights were made, photographs being taken of the flow from its source to its terminus at the sea, of the burning of the village of Hoopuloa, of the lava flow into the sea, and of portions of the flow on the mountainside.

The flight returned to Luke Field via Upolu Point on Monday, the personnel reporting that although operating under very adverse conditions the mission was successful. The Standard Oil Company furnished gasoline to the planes, although they had refused gasoline to hundreds of civilian motorists who had come to the scene of the flow. This gasoline was especially appreciated, since it made possible flying operations from the South Cape Field instead of from the Upolu Field. South Cape was only twenty miles from the flow while Upolu Point was over a hundred.

During their stay at South Cape the flight personnel had the experience of "roughing it". Water was very scarce, food at a premium, shelter of any kind difficult, and the nearest telephone miles away. One member obtained a cot while the others slept either on a floor or the ground.

The taking of these aerial photographs was especially difficult, not only on account of the intense heat from the lava but also because of the extremely rough air. All the pilots reported that directly over the lava stream the air was comparatively smooth, but on either side for a short distance the air was so bumpy that it was difficult to keep the plane under control. A very interesting spectacle occurred when the lava hit the water. A steam cloud shot up to a height of about a thousand feet and then apparently floated up the wind.

As soon as the planes returned to Luke Field, at about 4:00 p.m., the Photo Section, under Master Sergeant Loupos, started work on the development and printing of the pictures. The first finished prints were obtained about midnight and featured an entire front page of the morning edition of the Honolulu ADVERTISER.

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SCORE TWO MORE FOR THE PARACHUTE

The other day the Caterpillar Club was augmented by the enrollment of two more eminently qualified members in the persons of Majors Horace M. Hickam and Harold Geiger, veteran Army pilots. These two officers owe their existence today to the old reliable Army type parachute, which thus far has been responsible for saving 25 lives. The Army chute, however, should rightfully be credited with saving 28 lives, since three of the fortunates, Lieuts. Frank O'D Hunter, C.A. Lindbergh and E.H. Barksdale twice resorted to jumps with the parachute in leaving disabled airplanes.

Majors Hickam and Geiger, both piloting SE5's, collided in the air. An accident similar to this one occurred at Kelly Field, Texas, on March 6, 1925, when Lieuts. C.D. McAllister and C.A. Lindbergh, both also piloting SE5's, succeeded in reaching the ground safely after the crash in mid air.

Of the 25 lives thus far saved, 16 were Army Air Service pilots, two Air Service enlisted men, two Marine Corps pilots, one Navy pilot, and four civilians.

The Langley Field Correspondent relates the story of the "close shave" of Majors Hickam and Geiger as follows:

"Once again - or rather twice - Mr. Irving's "bits O' silk" did their bit, this time at Langley Field during the afternoon of May 10, and as a result Major H.M. Hickam, A.S. and Major H. Geiger, A.S., were able to discuss their experience and fight out any difference of opinion with both feet on terra firma after a brief unexpected argument in the air in which both officers came out second best and two SE5's made their last dives while the parachutes performed in their usual efficient way.

It all happened during a maneuver in which students of the Air Service Technical School were putting into practice some of the principles learned in the School. An SE flight was attacking a flight of Martin Bombers. The pursuit echelon was making its attack with the support flying above awaiting its turn, Major Hickam being in the former and Major Geiger in the latter formation. Major Geiger, thinking the first flight had completed its attack, started his dive on the bombers. Evidently Major Hickam's ship was in his blind spot, as one of Major Geiger's wings struck the tail of the other ship, tearing it off and wiping off the wings on one side of Major Geiger's SE. The nose of Major Hickam's ship went up almost to the vertical, from which position the ship fell off on one wing. In the meantime the pilot, after making a couple of attempts to get out, finally rolled over the side of the fuselage and left the remainder of his flight to be conducted by the chute. While this was going on, Major Geiger's ship fell into a spin and the pilot had a little difficulty in getting out. After a drop of a little more than 1000 feet he finally succeeded in getting over the side and was on the ground not far from the wreck of his ship. Neither pilot appeared to be any the worse from his experience."

ACTIVITIES OF SAN ANTONIO AIR DEPOT

During the month of April the Engineering Department of the San Antonio Air Intermediate Depot, Duncan Field, Texas, overhauled and repaired 36 airplanes and 82 engines, viz: Airplanes - 12 PT-1, 8 DH-4M, 3 Douglas O2, 1 Douglas C-1, 1 VE-9, 1 NBS-1, 1 DH-4B-1, 1 DH-4BP-1; Engines - 41 Liberty, 40 Wright-E, 1 Lawrence L-4.

During this month this Depot shipped 200 Wright-A engines to the Naval Air Station at Pensacola, Fla.; also a total of 32 airplanes were flight-tested and ferried from the Operations Office of this Depot. These planes included Martin Bombers, DH's, Douglas Transports and O-2's, MB3A's, PT-1's, and JN6H's. Each of these planes received not less than two hours of flying time, in consequence of which all pilots of the post were given plenty of time in the air.

The Depot received instructions to turn out by June 1st 32 JN planes for the Summer Reserve Training Camps at Kelly Field, Biggs Field, Post Field and Fort Sam Houston, Texas.

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BALLOON PILOT EXPERIENCES HARD LUCK ✓

The snagging of a drag rope in a tree in the mountains of Kentucky eliminated whatever chance the Army Balloon S-20 may have had of winning the National Balloon Race, according to Lieut. William A. Gray, pilot, upon his return to Langley Field on May 2nd from Fields Branch, Kentucky, where the balloon was grounded. Lieut. Rowland Kieburtz, who accompanied Lieut. Gray in the race, also returned to the local flying station on that date, neither of the officers suffering any injuries.

In discussing the excellent chances which the S-20 had for taking first place in the race, when the accident occurred, Lieut. Gray said: "We had 300 pounds of ballast, or a sufficient amount to keep us in the air for 18 hours, carrying us as far as New York or some section of New England States, when we met with the mishap." The Langley balloon men had been flying very low in order to conserve the ballast, which accounts for the snagging of the drag rope in a tree. According to the weather report received by the officers when they were passing over Winchester, Ky., about 4:00 o'clock Friday afternoon, April 30th, they felt that they were the farthest north of any competitors, Lieut. Gray stated. The Langley officer therefore figured that if they could stay in the air until Saturday they would win the race. Efforts to conserve ballast were being made by keeping the balloon very low. Just at dusk, a short distance west of Ashland, Ky., when the craft was sailing along nicely before a 40-mile wind, the drag rope hung in a tree, holding the hydrogen-filled bag a captive and blasting the hopes of the Langley Field men for taking first place honors in the race. A distance of approximately 570 miles was covered by the S-20 from the time it left Little Rock, Ark., at 5:40 p.m. on April 29th, until it was forced to land in Kentucky at 7:45 p.m., on April 30th. The actual flying time was 27 hours, 5 minutes. Lieut. Gray was apparently considerably disappointed over the abrupt termination of the flight of the S-20, as he declared he had been especially anxious to win over the Goodyear entry and felt confident that he would have done so had not the drag rope become entangled in the tree. The Langley pilot stated that while it might have been considered an error of judgment for him to fly as low as he did, he had taken off with the idea of keeping down low and conserving ballast, and up until the time of the mishap his calculations had worked out fine. The Army balloon followed a course east by north from Little Rock, Arkansas.

The official report covering the National Balloon Race designates Ward T. Van Orman, Pilot; W.W. Morton, Aide, as the winning team. Van Orman, piloting the Goodyear IV, landed 8 miles south-southeast of Petersburg, Va., a distance of 848 miles. Captain Hawthorne C. Gray, Pilot, and Lieut. D. Johnston, Aide, Army Air Service Balloon "S-23", covered 635 miles, landing 7 miles north of Mt. Holly N.C., were awarded second place. Third place was awarded to J.A. Boettner, pilot and H.W. Maxon, aide, Balloon "Akron N.A.A.", 627 miles, landing seven miles northeast of Welch, West Virginia.

The three other Army Air Service teams finished in the following order: Fourth place: Lieut. James F. Powell, pilot, Lieut. James F. Early, aide; Army Balloon "S-21", 618 miles, landing 12 miles north of Hickory, N.C. - Sixth place Lieut. Wm. A. Gray, pilot; Lieut. R. Kieburtz, aide, Army Balloon "S-20", 570

miles, landing at Reedville, Ky., in Carter County. - Eighth Place: Capt. Lawrence F. Stone, pilot; Capt. G.R. Oatman, ASORC, aide, Army Balloon "S-19", 510 miles, landing southeast of Heidelberg, Ky.

There were ten teams in the competition.

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DISASTROUS FIRE AT RICHARDS FIELD ✓

A fire of unknown origin, which started about 1:00 a.m. on May 12th, practically terminated for the time being the Army Air Service activities at Richards Field, Raytown, Mo. The fire evidently started in the stock room which was located in hangar No. 1, and spread rapidly to the headquarters building and flight surgeon's office. These buildings, being of frame construction, were completely destroyed, and the hangar was about 60% destroyed. In addition to the buildings the loss included all files and records of the station, as well as those of the Headquarters, 8th Attack Wing II Army, Organized Reserves, and Flight Surgeon's Office. Flying and other equipment destroyed were one DH4M2 airplane, one JNS-E airplane, one Dodge Touring Car, one GMC truck, one White truck, one Harley-Davidson motorcycle with sidecar, all flying equipment, spare parts and tools.

The loss will curtail to a great extent the reserve activities until such time as replacements are received, as only three Jennies are available, and should they be placed out of commission for any cause it will be difficult to make repairs.

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NATIONAL AIR TRANSPORT LINE STARTS OPERATIONS ✓

Contract Air Mail Route No. 3 between Chicago, Ill., and Dallas, Texas, was inaugurated on May 12th. The southbound plane "Miss Chicago" left Chicago at 6:05 a.m., piloted by E. Matucha. Ten minutes later a sister ship, "Miss St. Joseph" took off with Paul E. Johnson as pilot. Both of these pilots were formerly in the Army Air Service, the former a Corporal in the 16th Observation Squadron at Fort Riley, Kansas, and the latter a Flying Cadet with the 3rd Attack Group at Kelly Field, Texas. Two planes were required because of the amount of mail and express consigned for the initial flight.

At Dallas, Texas, the consignment for the first northbound plane, scheduled to take the air at 7:30 a.m. that day, was so large that postal officials announced it might require three planes to carry it.

With the new route in operation, New York and Dallas are within 24 hours of each other, while Boston and Galveston, Texas, are within 48 hours.

The inauguration of this commercial enterprise was the occasion of a large celebration at Richards Field, near Kansas City, Mo., for on that day Kansas City was officially given air mail service. The first air mail plane arrived from Chicago on schedule and departed ten minutes later for Dallas, via Wichita, Oklahoma City and Fort Worth. The north bound plane arrived from Dallas shortly after the departure of the south bound plane, and after a brief stop continued on to Chicago via St. Joseph and Moline. The mail is being carried in the Curtiss "Carrier Pigeon" airplanes, owned and operated by the National Air Transport, Inc.

The test on May 12th represents the greatest ever undertaken by private enterprise to determine whether the aerial highway can be used for commercial purposes at a profit.

The officers of the National Air Transport, Inc., are Howard E. Coffin, President; Charles L. Lawrance, 1st Vice President; Wayne Chatfield-Taylor, 2nd Vice President; Eugene W. Lewis, 3rd Vice President; Carl B. Fritsche, Secretary; John J. Mitchell, Jr., Treasurer; Col. Paul Henderson, General Manager; Lester D. Seymour, Chief Engineer; E.P. Lott, Manager of Operations.

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THE BOMBING COMPETITION AT LANGLEY FIELD ✓

The third annual Aerial Machine Gun and Bombing Competition, which began at Langley Field, Va., May 5th, was completed May 15th, with the exception of the lighter-than-air bombing, which was the last event of the competition.

Teams were entered in the competition from every tactical squadron in the

country and in addition there were three teams from the Canal Zone, five teams from the U.S. Marine Corps at Quantico, Va., and three National Guard teams from Washington, Colorado and Alabama, respectively.

The matches were conducted under practically the same rules as the 1925 matches, and consisted of the following events: Event I - Machine Gun firing with fixed guns at ground targets; Event II - Machine gun firing with flexible guns at ground targets; Event III - Machine gun firing with fixed guns at tow target; Event IV - Machine gun firing with flexible guns at tow target; Event V - Low altitude bombing, 300 feet minimum; Event VI - Intermediate altitude bombing, minimum altitude 5,000 feet; Event VII - High altitude bombing, minimum altitude 8000 feet; Event VIII - lighter-than-air bombing, minimum altitude 3,000 feet.

The presence of the Marine Corps contestants provided an added incentive to the Army pilots to do their utmost, and as a result the competition was keen throughout the matches. The Marines were out to show the Army who were the best shots, and they did some remarkable shooting. First Lieut. L.H. Sanderson, U.S. Marine Corps, who competed as a pursuit pilot, gave the Army flyers a mark to shoot at with a total score of 706, which looked good for first place in events I, III and V. The Army, however, had an "ace in the hole" in 2nd Lieut. L.M. Merrick who, although handicapped by a penalty of 36 points and with 14 shots still to fire, came through in fine shape with a score of 730, including his low altitude score. This assured the Army of first place in the pursuit events.

The observation and attack pilots match was a race between 2nd Lieut. E.E. Partridge and H.S. Vandenburg, both from the 2nd Attack Group, Kelly Field, Texas. Lieut. Partridge finally nosed out his competitor, running a score of 646 to Lieut. Vandenburg's 638. First Lieut. R.N. Ott added to the Canal Zone's laurels by running third in this match with a score of 537.

The observers match, flexible guns on ground targets and on tow targets resulted in a run for 2nd Lieut. H.C. King, A.S., of Mitchel Field, L.I., with a score of 197. Captain R.J. Archibald, U.S. M.C., who looked like the winner at first, was second in this match with a score of 190. Third place went to 2nd Lieut. C.W. Cousland, A.S., of Post Field, Fort Sill, Okla., with a score of 168.

In the intermediate and high altitude bombing it looked after the first event, bombing at 5,000 feet, as if Lieuts. McReynolds and Lindeburg of the 2nd Bombardment Group would walk off with the honors, as their score was better than any of the other competitors, but Lieuts. George and Harmon, of the Office Chief of Air Service, went after the target from 8,000 feet and made a score of 1472, or 92%, to win the match. Lieuts. W.T. Larson and C.E. Shankle, of Panama, were second with a score of 1334.

The lighter-than-air bombing competition is still in progress at this writing and will be completed about May 18th, weather permitting. Five officers are competing in this event.

Weather conditions were generally excellent throughout the period of the competition. Morale was high among the contestants, and as a result there was plenty of spirit and competition displayed. There were no accidents except one or two of a very minor nature. The equipment brought to Langley Field by the contestants was in generally good condition. A large number of Douglas O-2's were used during the competition and gave excellent service throughout.

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ANNUAL AIR MEET OF THE 27TH DIVISION, A.S.

The 27th Division, Air Service, New York National Guard, will stage its third annual Air Meet on Saturday, June 26th, at Miller Field, New Dorp, Staten Island, N.Y. The officials of the Meet announce that all expenses of visiting pilots and mechanics will be paid and that they will make it a point to see that everyone has a good time.

Last year 175 planes participated in the Air Meet, coming from the Regular Army, National Guard and Reserves.

Entry blanks will be forwarded on request.

The following is the program of events - June 26th - 11:00 a.m. to 7:00 p.m.:

1. On to Miller Field - Open to all types of planes.
 - (a) To organization sending greatest number of planes -
1st Prize - Silver loving cup.
 - (b) To Field flying greatest number of airplane miles.
1st Prize - Silver loving cup.
2. Formation Flight - 1st Heat - 11:00 a.m. Open.
1st and 2nd Prizes - Silver

3. Landing to a Mark - 11:30 A.M. Open.
1st Prize - Gold Watch - 2nd Prize - Silver Cigarette Case.
3rd Prize - Set of Military Brushes.
4. Altitude Race - 12: M. Open - Prizes the same.
5. The Blue Ribbon Airplane - 12:30 P.M. Open.
Mechanics sweepstakes for best conditioned airplane.
1st Prize - Gold Cuff Links - for each of winning ships crew.
6. Seaplane Race - 1:00 P.M. Open - Miller Field to Statue of Liberty and return.
Prizes same as for Event No. 3.
7. Parachute Jumping, 1st. Heat 1:15 P.M.
Prize same as above.
8. Battle between Airplane and Tanks. (Demonstration) Attacking Tanks bombed by airplanes.
9. D.H. Speed Race. 1:30 P.M. Open only to U.S. Army Regulation D.H. Planes. Start and finish over field. Prizes same as for Event No. 3.
10. Stunt Flying - 1st Heat 1:40 P.M. Open - Judged as variety of stunts and skill maneuvering.
Prizes same as Event No. 3.
11. Sky Writing (Demonstration) 2:00 P.M.
12. Formation Flight. 2:15 P.M. 2nd. Heat.
13. Aerial Combat (Demonstration) 2:30 P.M. Two seater attacked by two Scout planes. Observer will jump from two seater.
14. Stunt flying - 2nd. Heat 2:45 P.M.
15. National Guard Speed Race - 3:00 P.M. Limited to National Guard Squadrons only.
Prizes same as Event No. 3.
16. Parachute Jumping 2nd. Heat 3:30 P.M.
17. Stunt Flying 3rd. Heat 3:45 P.M.
18. Formation Flight 3rd. Heat 4:00 P.M.
19. Smoke Screen laying (Demonstration) 4:00 P.M.
20. Parachute Jump 3rd. Heat 4:15 P.M.
21. Open Speed Race - 4:30 P.M. Start and Finish over Field.
Prizes same as Event No. 3.
22. Stunt Flying - 4th. Heat - 5:00 P.M.
23. Speed Race - 5:00 P.M. Open to all planes rated under 150 miles per hour. Start and finish over field.
24. Parachute Jump - 5:15 P.M. 4th. Heat.
25. Relay Race, Mixed types - 5:30 P.M. Three planes to a team.
1st Prize three gold watches.
26. Stunt Flying - 5:30 P.M. 5th. Heat.
27. Parachute Jumping - 6:00 P.M. 5th. Heat.
Balloon Bursting Exhibitions throughout course of Meet.
Announcements of Events and Winners by Loud Speaker on Field.

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FARMING SQUADRON HAS LAST LAUGH ✓

In the early part of Spring, the 40th Squadron at Kelly Field, Texas, was razed for starting a garden, but the old proverb "He who laughs last, laughs best" still holds true. They have a fine little garden and are eating radishes, onions, lettuce and other vegetables out of their garden daily, while the other Squadrons are buying theirs from the produce houses in the city. This garden has saved a little money and has been a pleasure also. To the contrary of what might have been expected, the garden has not been raided one single night, but then the watermelons are not ripe yet.

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NEW COMMANDANT OF A.S. TACTICAL SCHOOL

Major Frederick L. Martin, Air Service, has been designated as commandant of the Air Service Tactical School at Langley Field, Va., to take effect September 25, 1926. He relieves the present incumbent, Major Oscar Westover, who has been ordered to report at this school for duty as a student in the course beginning September 27th next.

Other Air Service officers ordered to Langley Field for duty as students at the Technical School are Majors Ira A. Rader, Eugene A. Lohman,

Ralph Royce, Captains Robert C. Candee and Charles B.B. Bubb.

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FLYING BY RESERVE OFFICERS IN EIGHTH CORPS AREA

The following is an official report of flying done by Air Service Reserve Officers in the 8th Corps Area for the quarter ending March 31, 1926:

a. Active duty training -

	Number of Reserve Officers	Total Flying Hours	
		Training Type Planes	Service Type Planes
Primary Flying School - - -	19	648:25	4:10
Special Service Schools - - -	None	None	None
Extended active duty with			
Tactical Units - - - - -	2	None	5:30
Fifteen day trainees - - - - -	3	29:26	1:25
Total - - - - -	24	677:51	11:05
b. Inactive Duty Training -			
At Regular Flying Fields - - -	34	64:00	74:29
At Reserve Airdromes - - - - -	None	None	None
Total	34	64:00	74:29

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AIRSHIP TC-9 READY FOR ACTIVE SERVICE ✓

The new non-rigid airship TC-9, which was recently erected at Langley Field, Va., made a number of flights since April 16th, when Captain Clark, Commanding Officer of Lighter-than-Air activities at this station, made the trial flight. The performance of the ship in each case was reported as most satisfactory. The purpose of the latter flights were for training of aircraft crew and photographing. It is planned to use the TC-9 in the Aerial Bombing Competition to be held at Langley Field during May. Following the completion of the tests on the TC-9, work was gotten under way for dismantling of the TC-4. This airship has been in commission at Langley Field for almost two years, with a total of about 600 flying hours. The TC-4 will be overhauled completely and inspected at the local airship hangar.

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AIRCRAFT FLYING HOURS, ARMY AIR SERVICE ✓

Compiled from records of Field Service Section, Fairfield, Ohio.
Calendar Year 1925 First 3 Months, 1926

Station	Hours	Hours
Biggs Field, El Paso, Tex. - - -	2822:14	413:35
Bolling Field, D.C. - - - - -	6070:39	1,031:27
Boston Airport - - - - -	1470:15	151:45
Bowman Field, Ky. - - - - -	880:30	170:10
Brooks Field, Texas - - - - -	27,119:07	6,952:56
Chanute Field, Ill. - - - - -	7,041:50	799:23
Clark Field, P.I. - - - - -	1,879:34	419:25*
Clover Field, Calif. - - - - -	2,695:18	470:00
Crissy Field, Calif. - - - - -	2,494:15	877:05
Fort Armstrong - - - - -	3,356:42	None
France Field, Panama - - - - -	5,766:25	1,868:58
Ft. Sam Houston, Texas - - - - -	1,112:30	197:26
Kelly Field, Texas - - - - -	35,414:03	6,147:17
Kindley Field, P.I. - - - - -	1,175:40	328:55*
Langin Field, West Va. - - - - -	104:45	23:20
Langley Field, Va. - - - - -	12,820:06	2,200:27
Ft. Leavenworth, Kansas - - - - -	618:25	192:00
Luke Field, Hawaii - - - - -	2,083:31	1,283:06
Grisard Field, Ohio - - - - -	327:25	Discontinued.
Lunken Airport, Ohio - - - - -	29:10	80:47
McCook Field, Ohio - - - - -	3,932:29	722:31
Marshall Field, Ft. Riley - - - - -	1,461:05	256:45
Maxwell Field, Ala. - - - - -	2,224:53	538:40

Station	Calendar Year 1925		First 3 Months, 1926	
		Hours		Hours
Middletown A.I.D., Penna. - - -		560:25		42:45
Mitchel Field, N.Y. - - - - -		6,442:31		751:08
Nichols, Camp, P.I. - - - - -		2,526:12		623:08*
Norton Field, Ohio - - - - -		488:36		66:30
Offutt Field - - - - -		515:18		141:50
Pearson Field, Wash. - - - - -		994:15		96:25
Phillips Field, Md. - - - - -		1,742:57		297:25
Pittsburgh Airport, Pa. - - - -		384:55		16:49
Pope Field, N.C. - - - - -		452:22		113:08
Post Field, Okla. - - - - -		2,555:40		670:25
Richards Field, Mo. - - - - -		2,067:37		136:50
Rockwell A.I.D., Calif. - - - -		2,945:30		300:29
San Antonio A.I.D. - - - - -		781:08		56:45
Sand Point - - - - -		915:56		178:50
Schoen Field - - - - -		1,156:31		96:30
Scott Field, Ill. - - - - -		1,062:52		200:35
Selfridge Field, Mich. - - - -		6,286:02		979:53
Wheeler Field, Hawaii - - - - -		1,697:08		247:10
Woodward Field, Utah - - - - -		251:40		109:50
Wright Field, Ohio - - - - -		3,023:45		544:14
Instr. Alabama National Guard		12:10		None
" Calif. " "		155:54		63:56
" Colorado " "		324:10		29:05
" Conn. " "		58:40		3:45
" Indiana " "		117:23		35:30
" Mass. " "		5:15		None
" Minn. " "		88:25		12:00
" Missouri " "		520:20		32:50
" New York " "		58:40		None
" Tennessee " "		199:11		34:30
" Texas " "		219:40		10:20
" Washington " "		46:45		8:35
95th Division - - - - -		335:08		84:40
3rd Corps Area - - - - -		231:37		59:00
6th Corps Area - - - - -		78:10		19:45
96th Division - - - - -		150:00		None
104th Division - - - - -		92:30		None
Tallulah, Louisiana - - - - -		13:17		None
Total - - -		162,459:26		31,190:33

*No figures yet reported for March

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SUCCESSFUL BOMB ATTACK ON CAPTIVE BALLOON ✓

An interesting test of the 50 cal. machine gun mounted on a PW-9 airplane was carried out at Langley Field, Va., on April 27th. The test, which was carried out by Capt. H.W. Cook, Air Service, was to determine the shooting qualities of the 50 cal. gun at long range. The target used was a type R Caquot balloon flying at 1,000 feet. Five attacks were made from a medium altitude at long range, and the balloon was burned as the result of the fifth attack.

Another attack on a captive balloon was conducted on May 6th by Captain Cook the purpose being to test the efficacy of the 25-lb. fragmentation bomb dropped from a pursuit ship on the target, a Type R Caquot balloon, there being some question as to whether the bomb would detonate on contact with the balloon. Three flights were made by Captain Cook, four bombs being carried on each flight. Most of these shots were over, the balloon presenting a small target and the speed of the ship as a result of the long steep dive being such that the pilot had difficulty in successfully calculating the trajectory of the bomb.

On the following afternoon another attempt was made. The first flight, during which four bombs were dropped, was unsuccessful, but the pilot evidently got his correct firing data, and with the first bomb on his second flight he hit the balloon. After that there was no question as to whether the bomb would detonate. The balloon was a mass of flames in a few seconds after the bomb exploded.

THE PASSING OF JENNY ✓

Gentle Jenny, hear my sigh,
I'm told, my dear, you're gonna die
And pass away
They've gone beyond your wires and wings,
They build them now with better things,
You've had your day.

Oh Jenny darling, hear my moan,
Remember all the hours we've flown
And all that sky.
With you I learned to loop and spin,
With you I've kept the old hand in -
Gee, I could cry.

No more your faithful motor's roar
Will bid me come with you and soar
To higher ceiling.
No more the thrill o'er wood and hill
To roll and twist and, bolder still,
Turn up in wheeling.

Spare parts for ferries, Fords and phones,
They've hawked for gelt your tired bones
To junking buyers.
They've ruled it so and brought you low -
Too fat, too crude, too old, too slow
For modern flyers.

L'ENVOI

Oh let them boast new wings and struts!
They're upstart planes, just pompous sluts,
And never will have Jenny's guts,
Or easy disposition!
Though builders scheme and fret and frame,
No plane they make can cloud her fame
Or take her place in the flying game
From now until perdition.

-Boston TRANSCRIPT.

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NOTES ON FRENCH AVIATION ✓

The following notes on progress of aviation in France were taken from the special issue of the French Aeronautical publication L'AIR:

Traffic at the Air Port of Le Bourvet

From the 1st of January to October 31st of each year.

<u>Years</u>	<u>Passengers taken and landed</u>	<u>Freight carried and landed in kilos</u>
1920	7,291	88,294
1921	14,687	135,488
1922	13,434	411,859
1923	13,831	618,044
1924	16,612	877,989
1925	22,861	989,537

Mail Carried on the Toulouse-Casablanca Line
From January 1st to September 30th of each year.

<u>Years</u>	<u>Number of Letters France-Merocco and return</u>
1920	10,775
1921	198,678
1922	868,181
1923	1,908,558
1924	2,583,619
1925	4,499,424

The Paris-London Line, in operation by the Air Union Company, has made considerable progress in traffic during the past year. The French portion of the Paris-Brunel-Amsterdam-Copenhagen-also line, operated by the General Air Transport Company in conjunction with a Swedish Company, carries passengers and freight to the Scandinavian countries. The line of the International Air Navigation Company, in spite of unfavorable circumstances, maintains the connections with the countries of Central Europe, working between Prague and Warsaw, Vienna, Budapest, Belgrade, Constantinople, a real line of the Capitals, which route is bound to become, the day the Company's efforts do not meet any longer with unfavorable conditions, the great trans-European line from West to East, and its ramifications will include one to Moscow, another to Angora and the route to India.

The recent trip from Paris to Teheran in 34 hours flying time shows the possibilities offered once an International Air Regime has been adopted by all the countries of Europe.

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NEW INSIGNIA FOR 10TH SCHOOL GROUP

The personnel of the 10th School Group, Kelly Field, Texas, are now wearing the new Group insignia, recently approved by the War Department. The Coat of Arms sets forth the history of the organization, as follows:

The motto "Constituimus Victoriam" (We organize Victory) is inscribed on a curved streamer directly under the shield. The shield is of azure and sets forth a lighted torch between a rose and a thistle and over a fleur-de-lis. The torch of light represents the torch of knowledge or training and the observation section of the School. The other three branches of the School, attack, bombardment, and pursuit aviation, are represented by a clenched fist holding an arrow and a bolt of lightning. The clenched fist represents the attack branch, the arrow the pursuit branch and the lightning bolt the bombardment branch. The rose, the thistle and the fleur-de-lis surrounding the torch represent England, Scotland and France, former sojourning places of units of the Group. The insignias are worked up in the Air Service colors, azure and gold, and make a very pleasing ornament for the hats and collars.

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KELLY FIELD PARTICIPATES IN AIR FORCE MANEUVERS

During the Air Force Maneuvers, April 19th to 30th, held at Wright Field, Fairfield, Ohio, the 3rd Attack Group furnished four flights of three airplanes each. Three of these flights comprised the Douglas C-2 airplanes, and one flight comprised the DH4B type. All airplanes of the Attack Group departed from Kelly Field on April 16th. The following route was followed by the Group: Dallas, Texas; Muskogee, Oklahoma; Kansas City, Missouri; Scott Field, Illinois; Chanute Field, Illinois; to Fairfield, Ohio.

The Group arrived at Wright Field at 4:20 p.m., April 18th. During the Air Force Maneuvers the Group carried out war theories in both day and night attacks. On the morning of May 4th the Group departed from Wright Field over various routes to the home station, with the exception of four airplanes designated to proceed to Langley Field, Va., to participate in the Annual Machine Gun and Bombing matches. On May 7th, with the exception of the four airplanes sent to Langley Field, Va., all the airplanes of the Group arrived at the home station. During the entire trip and the maneuvers no airplanes of this Group were forced to land due to motor trouble.

A total of 454 hours and 2 minutes was flown in connection with the Air Force Maneuvers, i.e., in reporting at the concentration, during the maneuvers and the return to Kelly Field. A total of 265 landings were made, 10,589 gallons of gasoline consumed, 726 gallons of oil consumed, and there were no accidents.

The following personnel formed the Attack Group:

<u>P i l o t s</u>		<u>M e c h a n i c s</u>	
Capt. J.H. Davidson	Lieut. E.E. Partridge	Sgt. Peck	Sgt. Myers
Lieut. R.C. Zettel	Lieut. I.E. Green	Sgt. Chawaniec	Sgt. Baros, R.J.
Lieut. G.A. McHenry	Cadet Y.H. Taylor	Sgt. Green	Sgt. Johnson
Lieut. H.S. Vandenberg	Cadet P.E. Johnson	Sgt. Laza	Sgt. Simmons
Lieut. E.F. Booth	M.Sgt. Wm.M. McConnell	Sgt. McDonald	Sgt. Braxton
Lieut. N.D. Frost	St.Sgt. C.K. Travis	Sgt. Lutes	Pvt. Cole

NOTES FOR AIRWAYS PILOTS ✓

1. Check gas, oil and water capacity, and see that plane is serviced.
2. Pump up air pressure - check for leaks.
3. Flush gasoline strainer.
4. Turn on switches - note ammeter. Same should show 16 to 20 amperes discharge.
5. Start engine - Note instruments to see that same are functioning properly.
6. Open throttle to about 700 R.P.M. Ammeter should show charge with both switches on.
7. Alternate Right and Left switches; check for missing Spark Plugs.
8. Advance spark, rev. up engine to about 1400 R.P.M. Alternately cut switches - check for scattering missing. If missing occurs on left cylinder bank only, auxiliary Delco breaker points too close. Have adjusted. Right switch controls, right distributor head and rear spark plugs -- Left switch controls, left distributor head and front spark plugs in cylinders.
9. Note valve stems to see that same are not rusty and liable to stick open. Oil if necessary.
10. While flying retard spark slightly--Note R.P.M. In some instances 20 to 40 R.P.M. will be gained by this adjustment.

AFTER LANDING

1. Have distributor heads cleaned and breaker points checked for proper clearance.
2. Have valve tappet clearances checked, if thought necessary.
3. Have rigging and control wires checked for tension and fraying.
4. Have all pulleys oiled.
5. Check landing gear axle and wheels for grease. Examine hub cap bolts.
6. Check hose connections for leaks and deterioration.
7. Have gasoline strainer flushed.
8. Have oil strainer screen cleaned, if thought necessary.
9. Have spark plugs cleaned and points set, if thought necessary.
10. Have radiator flushed in hot weather.
11. Check cylinder water jackets for leaks.
12. Check radiator for leaks.
13. Order airplane serviced for next trip.

F.A.I.D., Fairfield, Ohio.

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ARMY TO AID WEEVIL FIGHT ✓

The Secretary of War has authorized the Army Air Service to aid the Department of Agriculture in a campaign against the alfalfa weevil which the Department of Agriculture will make this year. The Air Service will turn over to the Department of Agriculture a suitable plane now housed at Woodward Field, Salt Lake City, Utah, which will be used in a dusting experiment for the control of the alfalfa weevil to be carried on for a period of six weeks. The Department of Agriculture fears a heavy infestation of alfalfa weevil this year, and it is thought that the alfalfa grown on the plane of this basin can be successfully and economically dusted by airplane. The Dept. of Agriculture will furnish the pilot and pay all expenses incurred in flying the plane.

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WHAT THEY ARE DOING AT LUKE FIELD

It may be of interest to Air Service personnel to know what particular duties their brethren in the Insular possessions are performing. At present the Air Service officers assigned "jobs" at Luke Field, T.H., are as follows:

Headquarters

Major G.E. Lovell	C.O. Luke Field and Fifth Composite Group.
Captain L.L. Snow	Adjutant, Luke Field and Fifth Composite Group.
Lieut. J.K. Cannon	Group Operations Officer.
Lieut. R. Harris	Personnel Adjutant
Lieut. E.S. Moon	Post Signal Officer and Communication Officer.
Capt. B.J. Peters	Flight Surgeon
Capt. Albert Field	Dental Surgeon
Capt. F.L. Branham	Chaplain
Lieut. W.H. Cherry	Quartermaster

	<u>6th Pursuit Squadron</u>
Capt. H. M. Elmendorf	Commanding Officer, 6th Squadron
Lieut. R. L. Meredith	Adjutant, 6th Squadron
Lieut. R. H. Magee	Mess Officer, 6th Squadron
Lieut. G. L. McNeil	Engineering Officer, 6th Squadron
Lieut. P. H. Prentiss.	Operations Officer - Supply Officer, 6th Squadron
Lieut. M. N. Clark	Post Ordnance Officer
Lieut. G. O. Roberson	Armament Officer - Communication Officer, 6th Squadron
Lieut. D. F. Stace	Asst. Group Operations Officer, Information Officer.
Lieut. D. W. Norwood	Asst. Group Communications Officer.
	<u>19th Pursuit Squadron</u>
Lieut. C. L. Chennault	C. O. 19th Squadron
Lieut. R. O. MacDonald	Group Armament Officer
Lieut. Harold Carr	D. S. Hawaiian Air Depot
Lieut. L. C. Mallory	Mess Officer, 19th Sqdn., Post Survey Officer
Lieut. H. C. Wisehart	Adjutant & Supply Officer, 19th Squadron
Lieut. J. S. Griffith	Leave in United States.
Lieut. Townsend Griffiss	Operations Officer & Transportation Officer, 19th Sqdn.
Lieut. W. L. Wheeler	Athletic, Armament and Asst. Operations Office, 19th Sqdn.
Lieut. C. K. Rich	Post Police Officer - Engineering Officer, 19th Sqdn.
	<u>23rd Bombardment Squadron.</u>
Lieut. Grandison Gardner	C.O., 23rd Squadron
Lieut. L. F. Post	Post Utilities Officer.
Lieut. A. F. Hegenberger	Operations Officer, 23rd Squadron.
Lieut. W. E. Richards	Engineering & Transportation Officer, 23d Sqd
Lieut. W. C. Farnum	Supply and Mess Officer, 23d Sqdn.
Lieut. Wm. Turnbull	Purchasing Officer.
Lieut. H. W. Kunkel	Armament Officer, 23d Sqdn.
Lieut. J. A. Madarasz	Group Supply Officer, O.I.C. Cost Accounting Agent.
Lieut. H. A. Craig	D. S. Department Air Office.
Lieut. H. W. Ferguson	Asst. Engineering Officer, 23d Sqdn. Post Parachute Officer.
Lieut. D. W. Goodrich	Asst. Armament Officer, 23d Sqdn.
	<u>65th Service Squadron.</u>
Lieut. H. L. Clark	Commanding Officer, 65th Squadron
Lieut. C. M. Cummings	Engineering Officer.
Lieut. A. R. McConnell	Adjutant, 65th Squadron
Lieut. F. C. Fishback	Asst. Engineering Officer.
	<u>11th Photo Section</u>
Lieut. H. R. Rivers	Commanding Officer, 11th Photo Section.
	<u>72nd Bombardment Squadron.</u>
Capt. C. V. Finter	Commanding Officer, 72nd Squadron.
Lieut. R. S. McCullough	Supply & Armament Officer, 72nd Sqdn.
Lieut. P. Schneeberger	O.I.C. Officers Club and Mess, Parachute Officer, 72nd Sqdn.
Lieut. O. P. Gothlin	Operations Officer, 72nd Sqdn.
Lieut. R. S. Worthington	Athletic Officer, 72nd Sqdn. McCook Field Rep.
Lieut. A. C. Foulk	Engineering Officer, 72nd Sqdn.
Lieut. J. D. Givens	Communications Officer, 72nd Sqdn.
Lieut. R. S. Heald	Post Air Service Supply Officer.
Lieut. G. H. Brown	Post E. & R. Officer.
Lieut. H. A. McGinnis	Adjutant, 72nd Sqdn.
Lieut. G. S. Salisbury	O.I.C. War Reserve Hangar.

Since the above was received from the Hawaiian Department, War Department orders have been issued relieving the following-named officers from duty in Hawaii upon expiration of their tour and assigning them to stations in the United States, as follows: Major George E. Lovell, Jr., to Bolling Field; Capt. Hugh M. Elmendorf and 1st Lieut. L. C. Mallory to Selfridge Field; Lieut.

A. R. McConnell to Langley Field; 1st Lieuts. Fred C. Fishback and George O. Roberson to Chanute Field; 1st Lieuts. C. L. Chennault, H. L. Clark and 2nd Lieut. Donald W. Norwood to Brooks Field; 1st Lieut. A. F. Hegenberger to McCook Field; 1st Lieuts. Henry W. Kunkel and Glenn C. Salisbury to Kelly Field.

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AIR SERVICE PARTICIPATE IN SAN ANTONIO FIESTA PARADE

As the Kelly Field participant in the Fiesta parade in San Antonio on April 22nd and 23rd, the Service Squadron of the 10th School Group prepared a float, on which was mounted a formation of three small monoplanes piloted by children of officers of the 10th School Group. The ingenuity of the personnel of the 68th Service Squadron was shown in the careful reproduction of the small monoplanes from the pursuit type, and the vices by which the three planes banked in formation. The propellers of the planes revolve by means of small geared cranks in the cockpits. The planes for the night parade were outlined in electric lights. The truck was banked with green foliage and flowers and gave the very picturesque impression of low altitude flying of three ships in attack formation. The children participating were: Burdette S. Wright, Jr., Thomas W. Blackburn, Jr., Walter R. Evans and Warren Patrick.

Duncan Field took a prominent part in the activities of the annual Fiesta San Jacinto, during the week of April 18-24, celebrated at San Antonio in commemoration of Texas independence. In the Trades and Industries Parade on the 22nd, it entered a very attractive float, consisting of a Sperry Messenger mounted on a tractor and appropriately decorated with roses, wildflowers and foliage from Duncan Field, and preceded by the civilian band from that field. On Friday the 23rd, the "Battle of Flowers" Day and culmination of the Fiesta the same float was entered in the "Battle of Flowers" Parade, and on both occasions it received favorable comment. In the Flower Show, a silver loving cup, the first prize for set piece, was won by this station with a field piece done in blue-bonnets and wild daisies, the Air Service colors, which was prepared by the ladies of the Post under the supervision of Mrs. Dorwin Lackland.

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PROGRESS IN THE ADVANCED FLYING SCHOOL

The hurdle stage was scheduled to be opened at the Advanced Flying School at Kelly Field on April 28th, with the possibility of lots of soda-pop for the instructors, as the string that is being stretched for the students this year will break under the slightest touch of the students passing over it. There are now 76 students under instruction in the School Group, 27 of whom are on accuracy, 33 on eights and five on maximum performance. The remainder of the students are under special instruction.

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WAR DEPARTMENT ORDERS AFFECTING AIR SERVICE OFFICERS

Changes in Station: Following-named officers ordered for duty in Hawaiian Department: Sailing September 30th - 1st Lieuts. Bernard T. Castor, James C. Shively, Russell L. Williamson; 2nd Lieuts. J. N. Weikert, Carl B. McDaniel, Clarence S. Thorpe and Norme D. Frost; Sailing September 8th - Capt. Lloyd L. Harvey, 1st Lieuts. Carl W. Pyle, C.H. Ridenour, Langhorne W. Motley and Fred S. Borum.

Following-named officers ordered to duty in Panama Canal Zone, sailing on or about September 2nd; 1st Lieuts. Samuel C. Skemp, George C. McDonald.

Following-named officers ordered to duty in Philippines: Sailing July 28th, 1st Lieut. David G. Lingle; August 20th, 1st Lieut. L. J. Carr; October 5th, 1st Lieut. Corley P. McDarment.

1st Lieut. Edgar E. Glenn detailed to Georgia School of Technology, Atlanta, Georgia, upon completion foreign service tour.

	<u>6th Pursuit Squadron</u>
Capt. H. M. Elmendorf	Commanding Officer, 6th Squadron
Lieut. R. L. Meredith	Adjutant, 6th Squadron
Lieut. R. H. Magee	Mess Officer, 6th Squadron
Lieut. G. L. McNeil	Engineering Officer, 6th Squadron
Lieut. P. H. Prentiss.	Operations Officer - Supply Officer, 6th Squadron
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Lieut. G. O. Roberson	Armament Officer - Communication Officer, 6th Squadron
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AIR SERVICE PARTICIPATE IN SAN ANTONIO FIESTA PARADE

As the Kelly Field participant in the Fiesta parade in San Antonio on April 22nd and 23rd, the Service Squadron of the 10th School Group prepared a float, on which was mounted a formation of three small monoplanes piloted by children of officers of the 10th School Group. The ingenuity of the personnel of the 68th Service Squadron was shown in the careful reproduction of the small monoplanes from the pursuit type, and the vices by which the three planes banked in formation. The propellers of the planes revolve by means of small geared cranks in the cockpits. The planes for the night parade were outlined in electric lights. The truck was banked with green foliage and flowers and gave the very picturesque impression of low altitude flying of three ships in attack formation. The children participating were: Burdette S. Wright, Jr., Thomas W. Blackburn, Jr., Walter R. Evans and Warren Patrick.

Duncan Field took a prominent part in the activities of the annual Fiesta San Jacinto, during the week of April 18-24, celebrated at San Antonio in commemoration of Texas independence. In the Trades and Industries Parade on the 22nd, it entered a very attractive float, consisting of a Sperry Messenger mounted on a tractor and appropriately decorated with roses, wildflowers and foliage from Duncan Field, and preceded by the civilian band from that field. On Friday the 23rd, the "Battle of Flowers" Day and culmination of the Fiesta the same float was entered in the "Battle of Flowers" Parade, and on both occasions it received favorable comment. In the Flower Show, a silver loving cup, the first prize for set piece, was won by this station with a field piece done in blue-bonnets and wild daisies, the Air Service colors, which was prepared by the ladies of the Post under the supervision of Mrs. Dorwin Lackland.

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PROGRESS IN THE ADVANCED FLYING SCHOOL

The hurdle stage was scheduled to be opened at the Advanced Flying School at Kelly Field on April 28th, with the possibility of lots of soda-pop for the instructors, as the string that is being stretched for the students this year will break under the slightest touch of the students passing over it. There are now 76 students under instruction in the School Group, 27 of whom are on accuracy, 33 on eights and five on maximum performance. The remainder of the students are under special instruction.

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WAR DEPARTMENT ORDERS AFFECTING AIR SERVICE OFFICERS

Changes in Station: Following-named officers ordered for duty in Hawaiian Department: Sailing September 30th - 1st Lieuts. Bernard T. Castor, James C. Shively, Russell L. Williamson; 2nd Lieuts. J. N. Weikert, Carl B. McDaniel, Clarence S. Thorpe and Norme D. Frost; Sailing September 8th - Capt. Lloyd L. Harvey, 1st Lieuts. Carl W. Pyle, C.H. Ridenour, Langhorne W. Motley and Fred S. Borum.

Following-named officers ordered to duty in Panama Canal Zone, sailing on or about September 2nd; 1st Lieuts. Samuel C. Skemp, George C. McDonald.

Following-named officers ordered to duty in Philippines: Sailing July 28th, 1st Lieut. David G. Lingle; August 20th, 1st Lieut. L. J. Carr; October 5th, 1st Lieut. Corley P. McDarment.

1st Lieut. Edgar E. Glenn detailed to Georgia School of Technology, Atlanta, Georgia, upon completion foreign service tour.

Capt. Wm. B. Mayer from Massachusetts Institute of Technology to Brooks Field, Texas, for flying training.

1st Lieut. James B. Carroll from temporary duty at Massachusetts Institute of Technology to duty in Office, Chief of Air Service, Washington, August 1st.

1st Lieut. John DeF. Barker from Phillips Field, Aberdeen, Md., to Office, Chief of Air Service.

1st Lieut. Wm. R. Sweeley from Crissy Field to Kelly Field for duty at Air Service Advanced Flying School.

Captain Oliver W. Broberg from Chanute Field to McCook Field.

1st Lieut. Grandison Gardner to McCook Field as student at Air Service Engineering School, upon completion foreign service. Orders assigning him to Langley Field revoked.

1st Lieut. Richard T. Aldworth from San Antonio Air Intermediate Depot to Langley Field, Va.

Transfers: 2nd Lieut. Mitchell A. Giddens to Cavalry and for duty with 14th Cavalry at Fort Sheridan, Ill.

2nd Lieut. Ernest A. Suttles to Infantry, April 30th, station Ft. Sam Houston.

Resignations: Major Leonard H. Drennan. Captain Lorenzo L. Snow upon arrival in United States from Hawaii.

Promotion: 2nd Lieut. Arnold H. Rich to 1st Lieut. with rank March 11, 1926.

Leaves of Absence: 1st Lieut. Alfred L. Jewett, one month, May 14th; 2nd Lieut. Hilbert M. Wittkop, 2 months, upon expiration foreign service tour; 1st Lieut. John W. Monahan, 3 months; Major Leo G. Hefferman, one month, 23 days, July 15th; 1st Lieut. John M. Davies, 3 months; Major Harold Geiger, one month, July 15th; 1st Lieut. Douglas Johnston, one month, July 1st; 1st Lieut. James A. Healy, one month, June 4th; Captain Wm. B. Mayer, 2 months, July 1st.

NOTES FROM AIR SERVICE FIELDS

Kelly Field, San Antonio, Texas, April 26th.

Officers attending the Balloon Races at Little Rock, Ark., were Major A. L. Sneed, Lieuts. A. C. Kincaid, G. E. Rice, A. B. Ballard, G. M. St. John, C.C. Jerome, H.W. Sheridan, A.J. Yauger and L.L. Beery. Cadet Sparhawk also made the trip, and Major Cidar of the Mexican Air Service accompanied Lieut. Kincaid.

Flying Cadet Thomas P. Nelson, who was assigned to the 10th School Group since his graduation in September last from the Advanced Flying School, was discharged by purchase in order to accept a position with the Robertson Aircraft Corporation at St. Louis, Mo., on Air Mail piloting duty. The School Group, particularly the Flying Department, is very sorry to see Cadet Nelson go and wishes him the best of success.

2nd Lieuts. Hoyt S. Vandenberg, Earl E. Partridge, Irving B. Green and Norme D. Frost, pilots of the Third Attack Group, with mechanics, were ordered to proceed from Wright Field, Fairfield, Ohio, where they were on temporary duty in connection with the annual Air Force Maneuvers, to Langley Field, Va., to participate in the annual Machine Gun and Bombing Matches.

1st Lieut. Ralph Stearley and 2nd Lieut. H.M. Turner, 3rd Attack Group, returned to Kelly Field April 25th with two Douglas O-2 airplanes from Santa Monica, Calif. The Attack Group now has twelve of these new type airplanes. Among improvements on the two Douglas O-2's received are the new hydraulic landing gears.

Staff Sgt. Travis, 8th Attack Squadron, returned from Fairfield, O., May 2nd with Pvt. 1st Cl. H.B. Cole, 3d Attack Group Hdqrs. Det. as passenger, in an O-2, stopping only at Scott Field and Muskogee, Okla. Pvt. Cole was the Operations Clerk of the Group during the Air Force Maneuvers.

The following personnel participated in cross-country flights: Lieut. W. S. Gravely to St. Louis, Mo., on airways; Cadet Sparhawk to Dallas, Texas, and return, accompanied by Pvt. Pond; Lieut. Kincaid to Maxwell Field, Ala., accompanied by Major Brown; Lieut. Ralph Stearley to Scott Field, Ill., on airways; Master Sgt. Wm. M. McConnell to Tallulah, La.

The following Air Service personnel recently visited this station: 1st Lieuts. Wm. J. Hanlon and L. D. Schulze on May 8th in two Douglas O-2 planes which they were ferrying from the Douglas factory at Santa Monica, Calif., to their home stations; Lieuts. Douglas, Hunting, Weddington and Sgt. Pierce from Biggs Field, El Paso, Texas, in three Douglas O-2 planes and one DH; Capt. Hoyt from Santa Monica, Calif., ferrying an O-2 plane to Bolling Field, D.C.; 1st Lieut. L. P. Hickey from Chanute Field, Ill., with Staff Sgt. Lingenfelter in a DH4M-2 plane; 1st Lieut. Davis, Texas N.G., Air Service, stationed at Ellington Field, in a DH plane; 1st Lieut. W.C. Morris, (DOL) at Dallas, Texas, arrived April 28th in a DH, accompanied by two Air Mail planes and two JN4's. The pilots stayed overnight at the field and after the christening of "Miss San Antonio" (Air Mail plane - the Carrier Pigeon) the following morning departed for Dallas, via Angelo, Texas.

Lieut. Russell L. Maughan went on 30 days' sick leave on April 29th.

Major F. M. Andrews, C.O. of the 10th School Group, left May 8th for Washington with Sgt. Mitchell as mechanic, to confer with the Chief of Air Service on training matters. Major C.H. Wash, Executive Officer, assumed command of the Group during Major Andrews' absence.

San Antonio Air Intermediate Depot, Duncan Field, Texas, May 3rd.

Lieuts. H. A. Halverson and James E. Duke ferried two JN planes, the production of this Depot, to the Little Rock Air Intermediate Depot, for the use of the Organized Reserves.

Lieut. Wm. C. Morris, Executive Officer, Air Service Units, Love Field, Dallas, Tex., arrived here by air April 24th to ferry to Love Field a DH4M-1 plane, turned out by this Depot for that activity, and left on the 26th.

On April 30th six JN planes, completed by this Depot for the 36th Division Air Service, Texas National Guard, were returned over to pilots of Brooks Field for ferrying to Houston, Texas.

A matter of extreme interest to the Depot was the receipt of War Department orders assigning Major John H. Pirie as its new commanding officer on completion of his present course at the Command and General Staff School, Ft. Leavenworth.

Lieut. R. T. Aldworth was granted a month's sick leave to recuperate from an attack of influenza.

A welcome visitor to this station was 1st Lieut. Martinus Stenseth, on duty with the Organized Reserves at Minneapolis, Minn., who arrived on a cross-country flight and was placed on detached service here for seven days, beginning the 19th. He resumed his flight on the 26th, returning to Minneapolis.

Captains Henry Pascale, Vernon L. Burge and 1st Lieut. Wm. J. Hanlon dropped in at this post April 20th for minor repairs on their way to the West Coast in a Douglas Transport.

The regular monthly officers' dance on April 30th was preceded by numerous dinner parties given by officers of the post. The dance, with the especially good music and elaborate decorations, arranged under the direction of the Club Secretary, Lieut. Chapman, was rendered most successful and enjoyable for those who were fortunate enough to be present.

The Civilian Employees' Social Club held their annual Carnival dance at the Service Club building on the evening of April 17th. This is one of the great social events of the year in employee circles. The gay dancers crowded the hall, the music was excellent, the costumes brilliant, and everyone present had an enjoyable time.

Headquarters, 2nd Div. Air Service, Biggs Field, Ft. Bliss, Tex. May 8.

All departments of the 12th Observation Squadron and 1st Photo Section are preparing for immediate change of station. Orders have not yet been received, but the following communication was received from the Adjutant General, 8th Corps Area, May 7th:

"N One Suspend operations of Twelfth Observation Squadron and First Photo Section and prepare for immediate change of station by rail period All un-serviceable property will be salvaged at Fort Bliss before departure all serviceable airplanes to be flown period Advise what items motor transportation recommended for shipment period Orders follow
McKinley."

The following cross-country flights were made by personnel at this station: Lieut. Weddington to Tucson, Ariz. and return, May 3rd, flying Staff Sgt. Simpson to Biggs Field to take examination for promotion; Lieut. Clark to Marfa, Texas, and return, May 3rd, ferrying Staff Sgt. Albin to Biggs Field to take examination for promotion; Lieut. Clark to Clover Field, Santa Monica, Calif., May 4th, for cross-country flight training and to investigate airways route; Sgt. Pierce to Tucson, Ariz. and return, May 7th, ferrying Staff Sgt. Simpson to that station for duty; Lieut. Weddington to Marfa, Texas, and return, May 7th, ferrying Staff Sgt. Albin to that station for duty; Lieut. Weddington and Sgt. Pierce to San Antonio Air Intermediate Depot, Texas, May 4th, to deliver a DeH to that station. Both pilots returned to this station May 6th, Lieut. Weddington piloting the plane.

Lieuts. Douglas, Weddington, Clark, ~~Hunting~~ and Sgt. Pierce flew in formation May 1st, participating in review of the 1st Cavalry Division for the Chief of Cavalry.

The following Air Service personnel visited the field: Cadet Robert G. Minick and Major Sidar May 4th from Kelly Field, returning there May 5th; Capt. Burge and Lieut. Balfour from Rockwell Field, Calif., May 5th enroute for their home station at Mitchel Field; Lieut. W.J. Hanlon from Rockwell Field May 7th, departing for his home station, Wright Field, May 8th; Lieut. Schulze from Rockwell Field May 7th, departing for his home station, Bolling Field, D.C. the following day.

Lieuts. Douglas and Hunting departed from this station for Langley Field, Va., May 4th, for the purpose of competing in the annual machine gun and bombing matches.

Luke Field, T.H., April 15th.

The pistol target season was completed during the past month. The new course was fired by all organizations at this station, with slightly better results than were obtained under the old course. The results were as follows:

<u>Organization</u>	<u>Percent Qualified</u>	
	<u>Officers</u>	<u>Enlisted Men</u>
6th Pursuit Squadron	90%	55.12%
19th Pursuit "	90.9%	58.06%
23rd Bombardment Squadron	61.5%	30.21%
72nd " "	69.23%	29.99%
11th Photo Section		42.85%
Group Headquarters	100%	32.14%

Lieut. G. O. Roberson, the time hon of the 8th Pursuit Squadron, was the victim of a kangaroo court martial composed of his brother officers, the charge being: "Violation of the 96th Article of War" and the specification "In that Lieut. G. O. Roberson did at about 7:00 A.M. on the morning of April 7, 1926, take off in a PW-9 airplane, the scheduled time of take off being 7:35 A.M. Further, in that Lieut. G. O. Roberson did stunt said PW-9 airplane over Luke Field between 7:00 A.M. and 7:30 A.M., this to the prejudice of the sleep of his brother officers." The verdict was: Of the charge "Guilty" and of the specification "Guilty". The defendant was sentenced to be placed in a face down position on the top of a desk and to receive cruel and unusual punishment, in the form of a slap by each of the injured officers. The defendant reports that in the future he will take off at the last possible moment and proceed directly to the course. He also states that eating off a mantel is not so easy for a little man.

The Transport ST. MIHIEL, arriving from the coast on April 8th, was over a day late, due to rough weather. Major Henry Miller and family were the only additions to Luke Field. Major Miller will be Executive Officer for the Fifth Composite Group. Two five-ship formations, furnished by the 19th and 72nd Squadrons, flew the aloha mission. The pilots were: Lieuts. C. L. Chennault, T. Griffiss, W. L. Wheeler, M.N. Clark and C.K. Rich for the 19th, and Lieuts. G. C. Salisbury, E.S. Moon, A.C. Foulk, J.D. Givens and B. J. Tocher for the 72nd.

Lieuts. J. A. Kase, J.A. Mollison, G.P. Schulgen and C.E. Thomas and family arrived on the ST. MIHIEL to spend a few days in the Hawaiian Islands, leaving on the Transport THOMAS for Manila on April 16th.

Lieut.-Col. F.A. Ruggles, General Staff, accompanied by Major R.E.M. Gbolrick, Department Air Officer, made an inspection of the Island of Oahu in a Martin Bomber, piloted by Lieut. Ferguson, on April 13th. The trip around the Island consumed 110 minutes flying time. It was the Colonel's first airplane ride, and he was greatly impressed with the ease and rapidity of aerial reconnaissance.

Lieut. Grandison Gardner, C.O. of the 23rd Bombardment Squadron, left for the Coast April 13th on the ST. MIHIEL. Prior to his departure the officers and men of the 23rd entertained him at a farewell dinner at Palm Lodge. Other guests were Capt. H.V. Hopkins and Lieut. H.A. Craig of the Air Office and Lieuts. R. G. Harris and J.K. Cannon of Group Headquarters.

When the transport ST. MIHIEL steamed out of the harbour, the 23rd Squadron furnished an aloha formation of three NBS-1's with a radio NBS-1 accompanying the flight. By permission of the Department Signal Officer, radio communication between the plane and the transport was established and a message sent to Lieut. Gardner.

Lieuts. Leo F. Post, Albert F. Hegenberger, John K. Cannon and Howard A. Craig visited the Island of Kauai recently for the purpose of planning building lay-outs of the proposed airdromes on that Island. The people of Kauai are very much interested in aviation and they are more than willing to assist the Air Service. Two former Air Service Officers, Charles F. Fern and King Baggot, reside on the Island, and together with a Mr. Walker, formerly of the R.A.F., are the guiding minds in "Aviation Matters" on Kauai.

Department orders require that all officers qualify as radio operators by May 31st, and much effort and time is being devoted to communications work in all the squadrons. Great stress is laid on radio procedure and the methods in handling radio nets.

Langley Field, Hampton, Va., April 26th.

11th Bombardment Squadron: Lieut. J. R. Hawkins has been flying nightly in connection with practices for the searchlight-listening device developed by the Coast Artillery at Fort Monroe, Va.

19th Airship Company: Lieuts. W. A. Gray and R. Kieburtz departed April 17th for Scott Field, where they were scheduled to stop for several days before proceeding to Little Rock, Ark., to participate in the Balloon Race.

There were many visitors at the Airship Hangar on Sunday, April 18th, it being a warm and beautiful spring day. Local visitors and tourists from different parts of the country are very much interested in Lighter-than-Air craft, and our well trained Gas Guards are always on hand to answer all questions pertaining to airships, balloons, etc.

Langley Field, Hampton, Va., May 5th.

20th Photo Section: Work on the Delaware mosaic is progressing rapidly,

more than one-third of the territory having already been covered. Approximately forty hours have been flown. Lieut. M. McDonnell, Chief of Photo Sections, O.C.A.S., accompanied by Lieut. Nowland, paid the 20th Photo Section a short visit on the 29th.

50th Observation Squadron: The 50th Obs. Squadron just completed the annual course in aerial gunnery and bombing. Thirteen officers and two flying cadets fired the course.

The baseball team defeated the 20th Bombardment Squadron by score of 8 to 4, this marking the third victory of the three games played in the Post League schedule.

11th Bombardment Squadron: The Squadron flew 6 hours and 30 minutes last week. Lieut. Hawkins flew three anti-aircraft missions for the Coast Artillery at Fortress Monroe, Va.

The four ships of the Squadrons participating in the Air Force maneuvers were expected back about the 3rd.

96th Bombardment Squadron: The past week was spent in painting the barracks, planting flowers, filling in around the hangar, furnishing the fatigue details - general spring cleaning.

Capt. Kirkpatrick, whose resignation became effective May 1st, left for Warrenton, Va., where, he states, he will raise horses. "Capt. Kirk" says there will be no bulletin boards, reveille, garrison school, etc., on the farm, but there will be plenty of young gentle mounts for all Air Service pilots who care to drop in. Good field on the steeple chase course three miles from town.

19th Airship Company: On April 26th and 27th Lieut. -Col. Ira F. Fravel, Majors Rush B. Lincoln and J. D. Reardan visited the Lighter-than-Air Section at Langley to inspect and test the new Airship TC-9. Each of these officers made three flights piloting this ship. Captain Charles P. Clark, Commanding Officer of Lighter-than-Air at Langley Field, was on these flights in command of the ship. The weather was beautiful and the guests from Washington were pleased with flying over Newport News, Hampton, Norfolk and Virginia Beach.

The TC-9 piled up our Aircraft hours for April in five flying days to 20 hours, 25 minutes, and man hours to 166 hours, 25 minutes.

On the afternoon of April 29th the compressing of the impure Helium gas into the new tank car was completed and the car shipped to the Naval Air Station at Lakehurst, N.J. where the gas will be repurified and shipped back to Langley Field. The new gas tank car has proven very satisfactory and is a great gas saver.

Langley Field, Hampton, Va., May 12th.

58th Service Squadron: The usual routine duties were performed by this organization. The emergency crew which takes care of the visiting ship hangar reported that they have had ships in the hangar for the past week from nearly every field in the Union, representing the Regular Army, the Marine Corps, the National Guard, the Air Service Reserve and Flying Cadets.

Lieut. Drum, Squadron Commander, was kept busy looking after visiting ships for, in addition to being Squadron Commander, he is Post Inspector, Engineering Officer, Hq. Flight, and being the only officer present for duty in the organization has the mess and supply to look after. However, he still found time to take in the ball game between his squadron and the 20th Bombardment in which the 58th came out ahead to the tune of 14 to 2.

20th Bombardment Squadron: Our Commanding Officer, Capt. Willis H. Hale, is back with the Squadron after a long leave of absence during which he visited a number of places in Florida and Cuba. The Captain reported here April 10th, but was ordered to the Air Force Maneuvers at Fairfield, Ohio, soon after his arrival.

59th Service Squadron: 2nd Lieut. Victor E. Nelson and Staff Sgts. Prast and Glenn and Corp. Coulson returned from the Air Force Maneuvers at Fairfield.

11th Bombardment Squadron: The planes of this squadron have been returned from the Air Force Maneuvers at Fairfield.

The Aerial Machine Gun and Bombing Matches took quite a few men from the Squadron.

96th Bombardment Squadron: The "Devil's Own" returned from the Air Force Maneuvers at Fairfield to enter into the bombing and Machine Gun Matches.

Capt. Rust, our new Squadron Commander, assumed command on the first of the month, relieving Capt. Kirkpatrick, resigned.

19th Airship Company: On the afternoon of May 6th a captive balloon was put up in the air at 1,000 feet altitude as a target for bombing from planes. This was the first time an attempt was ever made at this field to bomb a

target that was in the air. For the first time it was unsuccessful, as none of the 15 bombs that were dropped scored a hit, although a number of them hit within a close area, where the cable holding the balloon was attached to stakes driven in the ground. One of the bombs in its journey to the ground hit the cable a glancing blow, breaking two or three strands. Today this practice of bombing balloons in the air will be repeated and we hope the results will be better.

Bomb racks were installed on the Airship Car No. A-11, and today this car was attached to the TC-9 envelope in place of car No. A-19. The TC-9 will be ready to take part in the bombing contest on Monday. Captain W. E. Kepner and 1st Lieut. Alfred I. Puryear arrived here from Scott Field to take part in the bombing contest with Lighter-than-Air craft.

Richards Field, Raytown, Mo., May 13th.

Lieut. Isiah Davies, A.S. and Captain F. C. Venn, M.C., Flight Surgeon, flew to Little Rock, Ark., April 27th, returning the 30th, for the purpose of attending the National Balloon Races. Lieut. Davies made a hurried trip to Chanute Field, Rantoul, Ill., and return on May 9th for the purpose of returning a graduate of the Air Service Technical School to Fort Riley, Kansas.

Brooks Field, San Antonio, Texas, May 5th.

Several pilots from this field attended the National Balloon Races at Little Rock, Ark., last week. Capt. Oldfield with Lieut. Owens, Hine, and Sgt. Rosenberger took two DH's. Lieut. Garrett drove a PT-1 the painful distance, and Lieut. Banfill took a VE-9.

Flying time for the week ended April 30th was as follows: Aircraft Hours, 656:15; Man Hours, 1243:10; Cross-country Hours, 67:05; Cross-country Man Hours, 133:00.

Lieut. Corkille left today on the regular weekly airways trip.

Six pilots took as many JN6's to Ellington Field for use of the National Guard - Lieuts. Martin, Fey, Downing, Schlatter, Thorpe and McDaniel. They brought back four other Jennies that were collecting dust for some seven months. After various minor troubles, all four spluttered home together and flopped with an exhausted air on the inviting green of the home port.

Brooks Field, San Antonio, Texas, May 10th.

A pretty good percentage of the new class are now soloing and weird landings have become most common. The PT-1 seems able to land any way except backwards, and some students are trying hard to do that.

Flying time at this field for the past week was as follows: Aircraft hours, 387:20; man hours, 650:45; Cross-country hours, 144:45; Cross-country man hours, 206:40.

2nd Lieuts. Clarence Thorpe, Carl B. McDaniel and Norme Frost received orders to sail September 30th for Hawaii.

Major Harry N. Kerns is leaving on a 3 months' furlough.

The flying Cadets held a dance at the Country Club last Friday night and from all reports, was a huge success.

Lieuts. Robert M. Webster and Chas. E. Branshaw are on a cross-country to Buffalo, N.Y. to visit the factory of the Consolidated Aircraft Corporation.

Maxwell Field, Montgomery, Ala., May 15th.

The communications section of the 22nd Observation Squadron are much elated over the more than satisfactory results obtained from the new Radio Telephone. Successful tests of directing artillery fire and infantry contact from this station to Fort Benning, Georgia, a distance of more than ninety miles, was accomplished with ease.

During the past week, Lieuts. Rogers and Whatley have been towing targets for anti-aircraft fire and otherwise cooperating with the Coast Artillery at Fort Barrancas, Florida.

On May 2nd, Lieut. Old with Cpl. Belote took off for Langley Field, Virginia, where they are now participating in the Annual Machine Gun and Bombing Matches. To date, no report has been received, but it is believed that they will be numbered among those ringing up high scores.

During the month of April, twenty-two Reserve Officers were trained at this station and are glad to report that no casualties were sustained. At the

conclusion of the two weeks training a banquet was given by the reserves in honor of the regular officer personnel. Included among the guests of honor were Governor W. W. Brandon and staff.

Flying time for the month of April was as follows:

Man hours, Res. Officers -	251	hrs.	25	min.	
Man " Sqdn. Personnel-	323	"	15	"	
Total man hours	-	574	"	40	"
Total aircraft hours	-	358	"	25	"

With the coming of spring, dances are now being given at the Men's Club every other Friday night, which are being highly enjoyed by all.

We are glad to report that quite a number of men are taking advantage of the courses offered at the Air Service Technical School. During the last month, four men took off for Chanute Field for six months instruction.

Recent visitors at this station included Lieut. Commander Rodgers of Anacostia, D.C., enroute to the National Elimination Balloon Races at Little Rock, Arkansas - Lieut.-Col. C.H. Danforth, Air Officer, Fourth Corps Area, who visits this station each month for purpose of flying - Major R. S. Brown and Lieut. A.C. Kincaid of Kelly Field, Texas, on cross-country to Fort Benning, Georgia - Lieut. N. D. Frost of Kelly Field, Texas, returning from Annual Machine Gun Matches at Langley Field, Virginia.

Lieut. Edwin Johnson, transferred from Mitchel Field, N.Y., reported to this station on April 4th.

Taking examinations for promotion which were held on the 4th and 5th of this month, included two Tech. Sergeants and three Staff Sergeants.

Major H. H. C. Richards, Commanding Officer, is now enjoying a fifteen day leave at his home at Riverdon, Virginia. Before returning, Major Richards intends to visit Washington, D.C. and several cities in New Jersey.

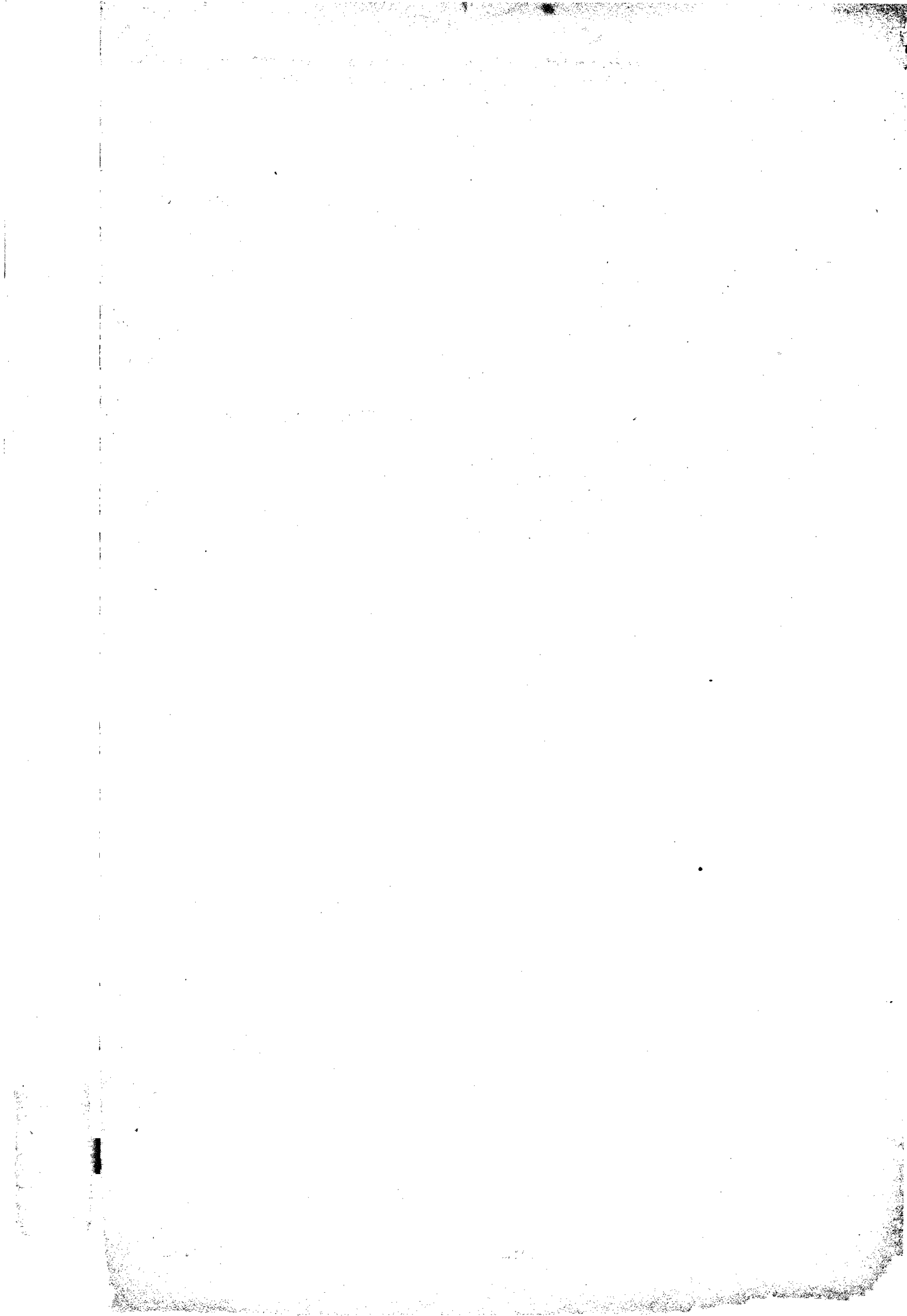




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Information Division
Air Service

June 8, 1926

Munitions Building
Washington, D.C.

The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard, and others connected with aviation.

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LECTURES ON AVIATION BY RADIO FROM FLYING AIRPLANE
By McCook Field Correspondent

Since April 6th radio fans of Ohio and the surrounding country have been treated to a novelty in the way of radio entertainment by a series of lectures on aviation delivered by various officers and civilians of the Engineering Division from a flying airplane. These lectures have in reality formed but a portion of the test work on radio broadcasting carried on by the Radio Laboratory at McCook Field, with the public acting as judges upon the success of the experiments and reporting by thousands of cards and letters upon the clarity of reception and the interest in the topics chosen.

Letters were received from Ohio, Indiana, Illinois, Kentucky, Michigan, Tennessee and West Virginia and it is believed, from the regularity with which they arrive, that radio owners have come to look forward to tuning in on the airplane at seven o'clock each Tuesday night, or on WLW, the super-power broadcasting station at Cincinnati, which has cooperated in these experiments by re-broadcasting the lectures as they come from the plane. Many listeners have written of their experience in trying out both WLW and the airplane direct, some finding one clearer and some the other.

The Martin Bomber was used in the earlier talks, but static and the engine noises proved troublesome. This led to the rigging up of the enclosed LWF transport for night flying, the radio transmitting set being installed inside the cabin. The improvement was remarkable, and it was decided to leave the Martin Bomber aground for these occasions.

That the experiments were of living interest to a vast audience was apparent from the beginning. To many the fact of listening to a speaker traveling in an airplane seemed the overwhelming wonder, and one dear old lady wrote in expressing the hope that the flyer was "right with God". Gradually, however, the subject matter of the talks has been taking hold, and comments have included what the speaker had to say as well as the clarity with which his words came through. Since thought and careful preparation have been put into the lectures themselves, as well as into the radio installations, this result has also had its gratifying side.

The list of lectures already delivered and to be hereafter delivered, names of lecturers with dates of delivery follows:

April 6	Introduction: The Engineering Division	Major John F. Curry
April 13	Flying on Top	Lieut. John A. Macready
April 20	Speeds - Stunts - Stresses	Lieut. James H. Doolittle
April 27	What an Airplane Should Be	Capt. Gerald E. Brower
May 4	Performance Testing	Lieut. E.H. Barksdale
May 11	Radio Beacons	Capt. Murphy
May 18	Commercial Aviation	Lieut. V.E. Bertrandias
May 25	Aerial Defense	Major T. DeW. Milling
June 1	Bombing	Mr. Inglis
June 8	Parachutes	Mr. Guy Ball
June 15	Navigating the Air	Mr. Jones
June 22	The Etceteras of the Air	Lieut. Donald L. Bruner
June 29	The Camera in the Airplane	Lieut. George W. Goddard
July 6	The Struggle for Materials	Mr. Johnson
July 13	The Heart of the Airplane: Its Engine	Lieut. C.H. Ridenour

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PARACHUTE JUMPS AT KELLY FIELD

Four members of the Parachute Department, 3rd Attack Group, Kelly Field, Texas, made jumps over Kelly Field on May 24th, the men participating in the jumps being Privates Flint, Webb, Block and Bosch. One of the jumps was made V-5571, A.S.

from an altitude of 6,000 feet and the others from altitudes between 4,500 and 5,000 feet. The jumpers were carried up one at a time in an O-2 airplane, piloted by Flying Cadet Yantis H. Taylor. These were the first jumps to be made at Kelly Field in this type of airplane.

The O-2 airplane is a decided improvement over the old DH4s for parachute jumping, as the men have ample room to carry the double parachutes and to get out of the cockpit without difficulty. Private Webb fell approximately 800 feet before opening the parachute. Private Bosch in opening his parachute fell rather fast, due to the vent cord breaking, and consequently the descent caused the jumper to make a very bad landing. After making a few somersaults, partially due to the stiff breeze, he came up rubbing the tender spots but still smiling.

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MODERN AIRPLANES FOR NATIONAL GUARD ✓

The Militia Bureau, War Department, has requested the Chief of Air Service to purchase for issue to the National Guard twelve standard O-2 Observation Airplanes. This marks the inauguration of a Militia Bureau program looking to the complete replacement of all the JN training airplanes now in the hands of the National Guard by June 30, 1928. At the present time fifteen of the sixteen federally recognized National Guard squadrons are equipped only with the training type planes. The sixteenth squadron has recently been recognized, but has not yet received any equipment. The JN airplane has already been replaced in the Regular Army as a training plane. It is a war time product, and the airplanes now in possession of the National Guard Squadrons were all purchased during the war.

The National Guard has been hampered by the lack of sufficient funds to replace this type with a later design and one which was more suitable to its needs. The new program will authorize three Standard Observation Airplanes and five airplanes of advanced training type for each squadron. The standard observation airplane will carry the auxiliary equipment adopted by the Regular Army, and this will enable a training schedule for the armory drill periods of National Guard Squadrons of a more advanced nature than that possible when the squadrons were equipped solely with training airplanes. Available funds permit of the purchase at this time of only one airplane for the first twelve squadrons to be recognized. The JN type will be replaced, however, as rapidly as funds are available. It is expected that the Observation airplanes will be delivered to the National Guard about the beginning of the new year.

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AIR SERVICE SONGS ✓

We all feel the need sometime or other, whether snowed in at Selfridge Field or strolling along the "Lunetta", for words more expressive of our emotions than those we are able to conjure up for ourselves. Wherever men of the Corps are gathered together there is time for a lyric to some dear friendship, a song of bygone days or a toast to the future. Let us have more of these, and particularly some great "Marsellaise of the Air Service" - a song which will bring airmen running from all corners of the Club; a song which will bind us together with an esprit de corps such as the world has never known, a song which in any dark hour will lift us above ourselves and carry us on to victory. Those of you who know the glory of inspiration, tune the lyric and give voice. The NEWS LETTER will publish all contributions, reserving to time and to your comrades the final judgment. There have been suggestions ever and again looking to the adoption of an "official" song for the Air Service. We know of no official stamp on the Marsellaise. We know of no power in France which could have prevented its attaining, unaided, that preeminence. When the right song comes along there will be no need for action by the Chief's Office.

In addition to any original compositions, we should like to have copies of all songs, poems and ballads now known to the service - this in order that we may compile and publish them in a special edition. Let some one man at each field gather together the accumulated lore of his compatriots and send it to the NEWS LETTER. Include, if possible, in each case the author, the circumstances under which written, and all other interesting information. Do not omit anything on the grounds that "everybody knows it already". Assume that the NEWS LETTER

knows nothing.

Here is a new song, submitted by one of our Correspondents. Try it out.

THE REQUIEM OF THE AIR

Tune - Aloha Oe

(All rights reserved)

O give ear, good pilots, to my song
Of the herces who once ruled the sky,
Hearts of gold whom Death could never wrong,
Since their deeds, since their deeds never die!

Chorus

Farewell to you
My comrades true,-
O never grieve for me that I am dying!
But say, one fell
Who loved you well,
And fill your cups and drain a glass for me!

Victor Chapman mounted to the sky;
On a flight of mercy he was borne.
But the Gods of Mercy passed him by,
And he crashed, and of life he was shorn.

Chorus

In the days when Kiffin Rockwell flew
All the world was young, and hearts were gay,
But to Death at last he yielded too,
And our hearts, year by year, turn to grey.

Chorus

Gallant Luke flew hand-in-hand with Death
Since he swore he never would be ta'en,
And his Colt he blared at his last breath
On his captors, and so he was slain.

Chorus

Norman Prince, the Bayard of the Air
Brought again the Chivalry of Old;
To the stars in glory did he fare
In the cloak of his legends of gold.

Chorus

On the day when Lufbery lay dead
In the glowing blossoms where he fell,
Every rose in the valley hung its head,
And the skies wept a tender farewell.

Chorus

Gallant hearts, you lie among the slain,
Dreams of youth, that once were wont to soar;
Yet the love we bear you shall remain
Evermore, evermore, evermore!

Farewell to you
My comrades true,-
O never grieve for me that I am dying!
But say, one fell
Who loved you well,
And fill your cups and drain a glass for me!

LIEUT. BARKSDALE RECEIVES SECOND DEGREE IN CATERPILLAR CLUB ✓

For the third time in the history of the Army Air Service an Army pilot was twice faced with the necessity of jumping with a parachute from a disabled airplane in order to save his life. The latest airman to experience his second great thrill of a lifetime is 1st Lieut. E.H. Barksdale, Chief of the Flight Test Branch, Engineering Division, McCook Field, Dayton, Ohio.

As mentioned in the last issue of the NEWS LETTER, the membership of the Caterpillar Club has grown to 25. It appears as if the rules and regulations of this organization will have to be amended to permit of awarding degrees to more deserving members. Three members are now second degree men, Lieuts. Frank O'D. Hunter, C.A. Lindberg and E.H. Barksdale. No one, of course, desires to see an increase in the membership of the Caterpillar Club. It is a society one would care to join only as a last resort, but in that emergency a mighty handy one.

Lieut. Barksdale on the occasion of his parachute jump was testing at McCook Field a privately built airplane sponsored by the Purz-Kash Manufacturing Co. of Dayton, O. Work on this plane, a commercial type designed to carry mail, express and passengers, was started in 1920. Major Dean Smith, former Chief of the Flying Section of the Engineering Division, was responsible for the general idea of the wing plan and of the wing trussing. Lack of funds prevented the completion of this plane, and it was stored for several years.

In 1924, Mr. C.A. Kurz, a Dayton Manufacturer, became interested in the airplane, and with former Lieut. John A. Macready, advanced funds for its completion. A Liberty engine was loaned to them by the Air Mail Service. The airplane was flown by Lieut. Macready on its initial flight last fall. It was looped, rolled, and spun during the preliminary flights. It was also flown by Messrs. E.T. Allen and R.J. Lockwood, civilian test pilots at McCook Field, and by Lieut. James H. Doolittle. The airplane showed a remarkable performance.

It was flown with light N struts located near the wing tips. These struts were not used as supports for the wings, but for the purpose of making the aileron control more effective, if they were deemed necessary for the purpose. It was intended to fly the plane both with and without these outer struts and see what effect they had on the aileron control, although all strength factors were calculated without their presence.

Last November it was suggested to the Chief Engineer of McCook Field that this airplane be performance-tested for the purpose of obtaining information. This airplane, on which approximately \$30,000 had been expended, contained many new, unusual and interesting features which it was thought might be valuable for Government use, such as -

1. A new and interesting truss system in the cellule which eliminated wire bracing entirely.
2. Ailerons washed out at the tips, this appearing to be responsible for the very good lateral control both at high and stalling speeds.
3. An unusually wide landing gear, preventing the possibility of ground-looping the plane and lending itself to perfect taxiing. The shock absorbing arrangement, while similar to the C-2 airplane, had points which made it appear superior in some respects.
4. The study of wing flutter and torsional qualities of various wing constructions has been of increasing importance, especially in the development of high speed airplanes and of large monoplanes with considerable overhang. This particular airplane afforded an unusual opportunity to check some of the meager data on this subject, since it was theoretically strong enough without the outer struts. Yet there was a reason to believe from past experience that the wing might twist somewhat without the struts in place.

A complete inspection and stress analysis of the airplane to ascertain if its strength factors conformed to military requirements developed that it was satisfactory with or without the wing tip struts. The examination of the drawings and stress analysis showed that the airplane conformed to military requirements. Based upon this information the Chief of the Engineering Division authorized a performance test of the plane, and after passing inspection it was turned over to the Flying Section for test with the struts in place. The struts were then removed with the intention of determining the effect without them.

On March 24th last, Lieut. Barksdale flight-tested this plane, during the course of which he attempted to determine its speed. It was an especially bumpy day, and a flutter of the wings developed. While returning to McCook Field the flutter suddenly built up to such an extent as to cause the wings to fail. Lieut. Barksdale jumped in his parachute, sustaining bruises and a broken ankle. The

airplane was totally demolished. The story of his second parachute jumping experience is as follows:

"At about 3:20 p.m. March 24, 1926, I took the Kurz-Kash airplane, assigned to the Flying Section for performance test, up for a plane and engine flight test. This being its original flight since a few changes in preparation for flight test, no passenger or observer was carried along. After flying around the field approximately twenty minutes, my altimeter was vibrating very badly through a period of several thousand feet and so I was unable to tell with any accuracy at what altitude I was flying. At all times during this flight it was noticed that the ailerons were extremely difficult to move and gave very slow action.

During this test two of the principal items that I wanted to record were the revolutions per minute and the indicated airspeed at full throttle and level flight, but due to the inaccuracy of the altimeter I decided that I had better come down close and near the ground along the edge of Wright Field in order to maintain a constant altitude. As I neared the ground over the edge of the swamp of Wright Field, being careful to avoid flying over any of the roads used by automobiles, it was noticed that the air was awfully bumpy. I leveled out at about 30 feet above the ground, holding its level flight temporarily, but noticed immediately that my wing tips, particularly the upper ones, were vibrating at periods, apparently due to the air bumpiness through a distance of approximately seven or eight inches. It was noticed that the entire upper wing was weaving and slightly shuddering along its leading edge directly through the center section. I did not like this condition at all and immediately throttled back and pulled up into a slight climb gaining approximately a thousand feet over old Osborne, or just northwest of Wright Field.

In thinking it over prior to any further attempt to getting my R.P.M., at high speed, it did not enter my mind that this plane was really dangerous, inasmuch as I was under the impression that all flights in the past - and which there had been at least a few during various private tests - had been made with the plane exactly as it was then, and I had no doubt but that it was perfectly safe. I decided, however, that I would not take it back near the ground again but would attempt to run a level flight at about the altitude at which I then held, which is estimated at a thousand feet, although my altimeter indicated six thousand feet. I opened the throttle and started on a level flight, heading directly for McCook Field, and conditions about stabilized themselves when I was indicating 115 miles an hour and 1760 or 1770 r.p.m. After noting those two points I turned my entire attention to the wings, noting first one side then the other, then the upper and the lower. It could be easily seen that the left upper wing was vibrating worse than any of the others, followed closely by the upper right with only a slight noticeable vibration or flutter of the lower wings. I was practically ready to cease my level flight high speed, but had my eyes glued on the left upper wing, when the wing, I noticed, suddenly grew from a seven or eight inch flutter to approximately a foot and quickly went up into an unknown severity.

I have only a recollection then of seeing all of the left wings coming up towards me, and my plane in a very severe manner was rolling to the left. My immediate thoughts were to release myself from the plane and to this end there was little difficulty in finding my safety belt. Upon completion of releasing the safety belt I do not have any recollection of attempting to jump clear of the plane but rather was immediately thrown out, my head striking the upper wing and I felt a decided wrench in my back. I was then clear of the airplane, however, and made three distinct efforts to find my parachute ring, being successful on the third one, and on pulling same it came out so easily that I distinctly had the impression of something being wrong and that my parachute was not functioning. However, almost immediately, I felt an awful tug on my body and knew that the parachute was O.K. I was drifting backwards with a pretty high wind and immediately after the chute opened saw the fuselage and engine land, making quite a noise, at about 250 to 300 yards from where I landed. I could not get turned around facing the way I was landing. I twisted around twice but every time it swung me back and I landed going directly backwards and hit very hard.

Just prior to landing I heard two crashes very close around me and discovered later that they were the wings landing very close to where I was. I was partially stunned, at least so that I could not get up after landing and my parachute was dragging me along at a fair rate of speed. My arms were free, however, and I pulled in on one side of the parachute until it stopped. I then released my parachute harness from my body but could not get up for approximately ten minutes. On getting up, however, I started limping towards the part of the wing when my left ankle got so bad that I had to stop and wait for help. Immediately, several per-

sons came to view, two of whom I asked to get my parachute for me and the other two took me by the shoulder and I limped on my right foot down to a dirt road, about 300 yards away, which passed within a few feet of where the fuselage had landed. A lady came up and claiming that she was a doctor, pulled off my left shoe and bound my ankle. There were two gentlemen there, one of them being from the Nash Motor Car Company and driving a Nash demonstrator and said if I would like to go back to McCook that they were going that way and would be very glad to take me right along. I was suffering somewhat from my ankle and back at the time, and after asking one man to look after the plane until someone got there to inspect it, which was expected momentarily, I left in the Nash car, arriving at McCook Field at four-thirty, or just as all the employees were leaving for the day.

The two gentlemen in the car, who drove me to McCook, were apparently very careful and anxious to help me in any way possible and were very careful in driving over rough roads, although they made a very quick trip from the wreck to McCook Field. On arriving at the hospital, Major Hale was present and took charge of me."

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THE AIR SERVICE HALL OF FAME

McCook Field, according to the News Letter Correspondent, claims a niche in the Hall of Fame because of the fact that Sergeant George Dewey of the Medical Corps is stationed there, and hence is not cowed by the eminence of such names as Private Paul Revere, Henry Ford, George Washington, et al.

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ENGINEERING CLASS DROPS IN AT THE FORD AIRPORT

The Class of the Air Service Engineering School, McCook Field, recently paid a visit to the Ford Motor Co., Aircraft Division, and the Packard factory in Detroit. Captain Woolsey, a member of the Class, gave the following account of the expedition:

"As the class came ground looping into the Ford Airport, considerable anxiety was caused the crews of the Ford Airlines preparing to take off for Chicago and Cleveland. We were given a very nice reception by Mr. Stout and Major Schroeder, and after looking over the new hangar being constructed and the airship mooring mast, were taken through the airplane factory. It was exceedingly interesting to see design ideas being executed in dural and steel after having spent several weeks fabricating airplanes out of nothing more substantial than drawing paper and 3H pencils. Mr. Stout's new triple-engined monoplane seemed to be nearing completion and we were told that great consideration had been given to increasing reliability for passenger service.

Mr. Johanssen gave the Class a demonstration of how much 1/10000 inch is, and showed us some plane surfaces, parallel surfaces, circles and other geometric conceptions he has in captivity.

Saturday morning was spent looking through the Packard Plant where we had a splendid chance to compare methods of production as used in automobile and airplane engines and to see for ourselves why airplane engines cost so much. The answer was obvious - lack of quantity. Some day we may live to see airplanes turned out on a 'production line'."

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18th AIRSHIP COMPANY TO BE DISBANDED ✓

Recent orders of the War Department direct that the 18th Airship Company, stationed at Aberdeen Proving Grounds, Md., proceed to Scott Field, Ill., and upon arrival there will be made inactive, the 24th Airship Service Company being designated as its active associate. The personnel sent from Aberdeen to Scott Field will be transferred in their present grades to Air Service organizations at Scott Field and will comprise 3 Master Sergeants, 1 First Sergeant, 9 Staff Sergeants, 9 Sergeants and 9 Corporals, total 31. The remaining personnel of the 18th Airship Company will be transferred to Langley Field, Va.

AIRCRAFT FLYING HOURS, ARMY AIR SERVICE ✓
 Compiled from records of Field Service Section, Fairfield, Ohio.

<u>Station</u>	<u>April, 1926</u>	<u>Total for 1926</u>
	<u>Hours</u>	<u>Hours</u>
Biggs Field, El Paso, Tex.-	182:40	596:15
Bolling Field, D.C. - - - -	329:26	1,360:53
Boston Airport - - - - -	137:20	289:05
Bowman Field, Ky. - - - - -	41:56	211:55
Brooks Field, Texas - - - -	2,091:00	9,043:56
Chanute Field, Ill. - - - -	320:45	1,120:08
Clark Field, P.I. - - - - -	---	580:40*
Clover Field, Calif.- - - -	103:15	573:15
Crissy Field, Calif.- - - -	425:10	1,302:15
France Field, Panama C.Z. -	540:45	2,409:43
Ft. Sam Houston, Texas- - -	81:25	278:51
Kelly Field, Texas- - - - -	2,970:37	9,117:54
Kindley Field, P.I. - - - -	---	487:50*
Langin Field, W. Va. - - - -	8:35	31:55
Langley Field, Va.- - - - -	920:40	3,121:07
Ft. Leavenworth, Kansas - -	76:25	268:25
Luke Field, Hawaii- - - - -	---	1,283:06*
Logan Field, Dundalk, Md.- -	19:45	19:45
Lunken Airport, Ohio - - - -	88:19	169:06
McCook Field, Ohio- - - - -	260:43	983:14
Marshall Field, Ft. Riley- -	150:05	406:50
Maxwell Field, Ala. - - - -	349:20	888:00
Middletown A.I.D., Penna. -	15:07	57:52
Mitchel Field, N.Y. - - - -	459:05	1,210:13
Nichols, Camp, P.I. - - - -	---	952:48*
Norton Field, Columbus, O. -	35:45	102:15
Offutt Field, Ft. Crook, Neb.-	85:15	227:05
Fearson Field, Wash. - - - -	117:00	213:25
Phillips Field, Md. - - - -	117:05	414:30
Pittsburgh Airport, Pa. - - -	15:00	31:49
Pope Field, N.C. - - - - -	62:40	175:48
Post Field, Okla. - - - - -	---	670:25*
Richards Field, Mo. - - - -	32:55	169:45
Rockwell A.I.D., Calif. - - -	121:25	427:54
San Antonio A.I.D.- - - - -	46:00	102:45
Sand Point, Seattle, Wash. -	97:09	275:59
Schoen Field, Indianapolis -	72:35	169:05
Scott Field, Ill. - - - - -	100:20	300:55
Selfridge Field, Mich.- - -	459:56	1,439:19
Wheeler Field, Hawaii - - - -	70:55	318:05
Woodward Field, Utah - - - -	48:55	158:45
Wright Field, Ohio - - - - -	216:43	760:57
Instr. Alabama National Guard	---	---
" Calif. " "	7:25	71:21
" Colorado " "	48:35	77:40
" Conn. " "	---	3:45
" Indiana " "	8:30	44:00
" Mass. " "	---	---
" Minn. " "	27:00	44:55
" Missouri " "	12:35	45:25
" New York " "	---	---
" Tennessee" "	12:05	46:35
" Texas " "	22:30	32:50
" Washington" "	6:20	14:55
95th Division - - - - -	16:10	100:50
3rd Corps Area - - - - -	---	59:00
6th Corps Area - - - - -	1:40	21:25
Total	11,434:40	43,280:58

*No figures for April yet reported.

WAR ON THE BOLL WEEVIL STILL RAGES ✓

It is reported that the plans of the Huff-Daland Dusters, Inc., with headquarters in Monroe, La., include the use during 1926 of a fleet of eighteen airplanes in the annual combat against the boll weevil of southern cotton fields. All planes are of the Huff-Daland "Petrel" type and practically all are powered with the Wright "Whirlwind" 200 h.p. air-cooled engines, which have proven so efficient in the unusual work being done by the Huff-Daland Company.

During 1925 this Company dusted a total of 50,000 acres of cotton. Advance information from the Department of Agriculture indicates that there is a larger amount of boll weevil now in hibernation than in any year since 1915, and to offset this danger, which has already had a marked effect in the price of cotton futures, as evidenced in the markets, the Huff-Daland Company contemplates larger activities than ever before.

It is understood that contracts have already been signed for an amount of dusting equal to that done in 1925, and it is the opinion of the Huff-Daland engineers that a total of from 90,000 to 100,000 acres of cotton will be dusted this year. Their working zone will cover the entire southern cotton belt. Extremely valuable cooperation in this work from Dr. B. R. Coad of the Bureau of Entomology of the Agricultural Department, and also from the Louisiana College of Agriculture has been reported.

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NEW GUNNERY RANGE OPENED IN HAWAII ✓

The new gunnery range at the Waimanalo Military Reservation on the windward side of Oahu was officially opened by the 6th Pursuit Squadron on April 19th last. Previous to the opening of this range the ground targets were located on a little curved sandspit near Fort Kamehameha, called Ahua Point. This arrangement was very unsatisfactory, as the planes had to be operated from Luke Field. The pilots were never able to see their targets before they were paged. All firing was generally down or cross-wind, and the air in the vicinity of the targets was very bumpy, making it exceedingly difficult to obtain good scores.

At the Waimanalo range conditions are very much better. The Air Service has a large emergency field on the military reservation, and by placing a line of targets on this field nearly all of the objectionable features of the Ahua Point range have been overcome. At Waimanalo, the greater portion of the firing is into the wind. It is possible to land on the field and clear jams, the pilots can look at their targets after firing, and the air is not as bumpy as at Ahua Point. The distance from Luke Field to Waimanalo is only about fifteen miles, the trip generally being made by going up Nuuanu Valley and through the famous Pali pass.

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REDUCING NUMBER OF BLANK FORMS AT FIELDS ✓

The Field Service Section at Fairfield, Ohio, is making a study of the forms commonly used by Engineering, Operations and Cost Officers, with the intention of reducing work at the fields and increasing the accuracy of reports at the same time. It is proposed to replace eight of the blank forms now used by three new forms, which will be given a preliminary try-out, or "service test", at Mitchel Field, to determine their suitability for general use throughout the Air Service.

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AIRMAN LANDS AND HELPS PUT OUT A FIRE ✓

While flying a JNS airplane about 15 miles east of Eright Field, Fairfield, Ohio, recently, Lieut. H.A. Bartron saw a farmhouse on fire. The fire was just eating its way through the roof when Lieut. Bartron discovered it. A woman was near the house, but with no one to help her, she was uncertain what to do. Lieut. Bartron landed in a small field nearby, and was the first person to assist the owner in removing furniture and valuable articles from the burning house. The barns and other farm buildings were saved.

Several/other people, living in the neighborhood, came to assist within a few minutes and when no longer needed, Lieut. Bartron took off without even mentioning his name to anyone.

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RESIGNATION OF MAJOR RAYCROFT WALSH

Major Raycroft Walsh of the Army Air Service resigned his commission on June 1, 1926. The separation of Major Walsh from the Air Service is a distinct loss to this Branch. He was perhaps far better qualified as an expert on Latin American aviation conditions than any other American. A few years ago Major Walsh led a flight through the various Central American countries and established contacts that were valuable. In addition to his knowledge of Latin America Major Walsh was also a financial expert. He was the Finance Officer in the Office of the Chief of Air Service for the past few years, and has been considered a financial expert in Government work.

Major Walsh entered the military service from Massachusetts in September 1911 when he was commissioned as a Second Lieutenant in the Coast Artillery. He was transferred to the Air Service near the beginning of the World War with a rank of Major. He remained in the Air Service until his resignation.

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LIEUT. WISEHART QUALIFIES AS A LONG DISTANCE SWIMMER

Lieut. Harry C. Wisehart of the 19th Pursuit Squadron had an unexpected distance swim on April 26th last, when the motor of his MB3A airplane ceased to function and he was forced to land in the water off Waimanalo Plantation to the windward side of Oahu, T.H.

On the above date four airplanes of the 19th Squadron, piloted by Lieuts. Chennault, Gothlin, Wisehart and Griffiss, were engaged in preliminary aerial gunnery firing at ground targets, two runs being completed without any trouble. During the third run Lieut. Wisehart's gun jammed, and immediately pulling out of the gunnery circle he climbed and headed diagonally out to sea, throttling the motor to keep the ship balanced while he worked on the jam. When Lieut. Wisehart finished clearing the jam, he opened the throttle, but the motor picked up for only a few seconds and then quit cold, leaving the pilot with only three hundred feet altitude and a mile of water between the ship and the shore.

The pilot tried switching on the reserve tank, but the motor would not take, so he elected to try surf riding with an airplane. He miscalculated, however, and instead of riding forward on the rushing crest of a wave, the plane made a half outside loop as the undercarriage hit the water. Lieut. Wisehart leaped out of the cockpit, clambered aboard a wing, removed his parachute and puttees and then plunged in on his long swim to the beach. He wore a non-sinking flying coat.

In the meantime Lieut. Griffiss had landed near the beach, removed his clothes and started out to give assistance to Lieut. Wisehart if necessary. He found the latter swimming easily on his back, with his helmet and goggles still on. The two officers made the swim to the shore in about thirty minutes, after which Lieut. Wisehart was ferried to Luke Field in a Martin Bomber.

Lieut. Wisehart announced for the benefit of others who may crash in the sea that in landing in the water two things are essential, - first, when coming to the surface try and have your parachute underneath you, otherwise it has a tendency to keep your head under water; and, second, in order to conserve energy the easiest way to swim when wearing a Kapoc coat is on your back, propelling yourself by alternate strokes of your feet and hands.

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REPAIR WORK AT THE FAIRFIELD DEPOT

During April the Engineering Department of the Fairfield Air Intermediate Depot, under the direction of Captain Edward Laughlin, Engineer Officer, completed 81 airplanes and 55 engines. This large production was attained despite the fact that during the latter part of the month the Engineering Department devoted much of its time and energy to urgent work in connection with the Air Force Maneuvers. The 81 airplanes repaired consisted of the following types: 1 Curtiss JNS (remodel); 16 Martin Bombers, 5 Douglas O-2, 38 DeHaviland, 14 Curtiss JNS, 1 P-1, 4 PT-1, 1 Thomas Morse MB3A and 1 JNS for National Guard. Engines - 25 Wrights (Restoration), 3 Curtiss D-12, 24 Liberty-12 and 3 Wright.

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BIGGS FIELD PERSONNEL TO MOVE TO FORT SAM HOUSTON

Preparations for the impending move of the Air Service personnel at Biggs Field, Fort Bliss, El Paso, Texas, are rapidly progressing. Orders from Headquarters, 8th Corps Area, direct that the change of station take place on June 21st.

The Air Service unit at Biggs Field (the 12th Observation Squadron and 1st Photo Section) has been attached to the 1st Cavalry Division at Fort Bliss since September, 1921, and, as its name implies, is actually a part of the 2nd Division now stationed at Fort Sam Houston, Texas. It has been attached to the 1st Cavalry Division primarily for the purpose of border patrolling - liaison work with Cavalry troops, etc. The necessity for the continuance of border patrolling came to an end in 1922 and was discontinued since the border raids of Mexican outlaws had then been effectively curbed.

The NEWS LETTER Correspondent states that, having been attached to the Cavalry Division at Fort Bliss for so long a time, the citizens of El Paso, Texas, have come to look upon this Air Service unit as a permanent fixture, and considerable agitation over the recent orders to move is felt through the local press. It is not believed, however, that any action - diplomatic, political or otherwise, will cause a change in the present schedule.

Concerning the general sentiment and attitude of the personnel of the command as regards this move, the Correspondent states that it is not more than natural that it should be looked upon with anything but regret, as the majority of its members have come to accept El Paso as their home. It means the severance of long established ties of friendship and otherwise upsets their serenity of existence, not to mention the not inconsiderable expense involved to married members of the organization - and they are not few.

The present plan calls for the flying of all serviceable planes to the new station, all motor vehicles to be shipped by rail. It is expected that owners of private cars will be permitted to drive through - approximately 600 miles of desert country.

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AIRSHIP FLIES THROUGH SEVERE ELECTRICAL STORM ✓

On the return trip of the Airship TC-5 from Bolling Field to Langley Field on May 10th last, a severe electrical storm was encountered. After a three hours' flight in the storm, during which the personnel on board the ship were continuously blinded by lightning, the big silvered ship finally arrived over Langley Field and came slowly and gracefully down into the hands of the landing party at 8:30 P.M. Here Captain C. P. Clark, Commanding Officer of Lighter-than-Air activities at Langley Field, took charge of the ship and walked it into the hangar under a cross hangar wind and with the light of the electric storm.

The TC-5 was received May 8th from Aberdeen, Md., by the 19th Airship Company at Langley Field. The ship was flown to Langley by Lieut. J.F. Powell, Commanding Officer of the 18th Airship Company. On May 10th the Airship was given a test flight by Capt. W.E. Kepner from Scott Field, who was on temporary duty at Langley Field in connection with the Bombing Contests. Lieuts. R. Kieburtz, 19th Airship Co., and J.F. Early, 18th Airship Company, were on this flight as pilots. The performance of the ship was satisfactory in every manner. After the test flight, the TC-5 started on its flight to Washington at 2:20 P.M. the crew consisting of Captain W.E. Kepner and 1st Lieut. W.A. Gray, pilots; Tech. Sgt. C. Johnson, engineer; Pvt. 1st C.L.J. Winters, rigger; and Master Sgt. Cade, passenger. The trip was successfully completed at 5:30 P.M., but just as the ship landed at Bolling Field a terrific rain and electrical storm sprang up. There being no accommodations at the field for an airship, and a chance had to be taken either way it was decided to return to Langley Field that night. After staying on the ground for ten minutes, and exchanging passengers - Master Sgt. Cade for Lieut. Montgomery - the TC-5 took off for the return trip. Capt. Kepner and Lieut. Gray, being old and experienced airship pilots, knew that it would be much safer to fly during an electric storm over water than over mountains in Maryland and Virginia, where lightning was especially hard, so instead of following a direct course to Langley Field they shaped their course over the Potomac River and then the coast of Chesapeake Bay.

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WATCHING AN AIRPLANE NOSE OVER
By Tech. Sgt. K. L. Horn.

It is seldom that one is accorded the privilege of actually viewing a ship as it noses over or otherwise comes to grief, for these things happen so quickly that they are over before we know it. A week or so, however, we watched Lieut. Crowley, A.S. (Reserve) pilot, with Staff Sergeant "Paddy" Doyle, passenger, nose over in an AT-1. On the day of the accident the field was soft and still holding some water from a previous rain. Knowledge of this fact perhaps accounted for our interest in the landings that were being made, for a soldier sure hates to miss anything. Lieut. Crowley made a perfect 3-point in a shallow lake, and as the ship rolled it sprayed water on both sides of the fuselage in two great walls like one of Gar Wood's speed boats making a turn. Presently the tail went up, the ship stood for a moment on its nose and then with a thud that could be heard from hangar 15 to 5, the tail completed the half circle and another AT-1 was on its back.

While standing and wondering if anyone was hurt, a form, unrecognizable in the distance, was observed to drop to the ground, rise leisurely to its feet and walk around the ship. A moment later the other fell into view and everyone breathed easier when he stood erect and joined his companion.

In a few minutes a gang of mechanics were on the field, had the ship back on its wheels and were pulling it towards the hangars that it might be repaired and flown again. Now, with the exception of "Paddy" Doyle, who has a crick in his neck from the suddenness of the loop, and the mechanics whose lot it is to make the necessary repairs, the incident has been forgotten.

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THROWING A SHIP TOGETHER IN RECORD TIME

Even in time of peace occasions arise in the lives of soldiers when they must forget the ordered scheme of things and "put out". Such an instance occurred not so long ago at Selfridge Field, Michigan, when ships were being flight-tested for duty in connection with the combined maneuvers at Wilbur Wright Field. The morning prior to the date on which one of the new P-1's was to leave for Wilbur Wright it nosed over in landing, bending the propeller, breaking the entire tail assembly, crushing the upper wing and bending the steel center section struts out of alignment.

Expert mechanics were rushed to the scene of the accident, and in twenty minutes the ship was back in the hangar with the motor taken out. While a gang was working on the motor another was replacing the tail assembly and still another was removing the top wing. While this work was going on, the hangar supply division was busy getting the necessary parts for replacement. Ten hours later, with a total of only 30 man hours, the ship was completed and ready to be flight-tested. Throwing a ship together is somewhat different from pitching hay, and the caliber of the work done in this instance is best understood when one knows that when the ship was flight-tested the following morning no corrections were found to be necessary in either the engine or the ship.

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CANADIAN AIR HARBORS

Information has been received in the Office of the Chief of Air Service that the air stations mentioned below have been designated by the Canadian Government as places which are licensed air harbors, viz:

Lynbrook, near Moose Jaw, Sask. Leaside Aerodrome, Toronto.
Virden, Manitoba.

The above are for airplanes only. Public customs seaplane stations are established at the Canadian Vickers, Limited, Montreal, and the City of Fredericton, N.B. Air Harbor licenses are granted for all the chief operating bases of the commercial companies engaged in aviation in Canada.

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ENGINEER OFFICERS INSPECT LIGHTER-THAN-AIR ACTIVITIES AT LANGLEY FIELD

A party of 28 officers, headed by Major Downey, comprising the members of the 1926 class from the Engineer School at Fort Humphries, Va., made a visit and inspection trip recently to the Lighter-than-Air Area at Langley Field, Va.

In the airship hangar the visitors were met by Capt. Charles P. Clark, Commanding Officer of the 19th Airship Company, who gave a talk on the flying of airships, etc. The Engineers then inspected the big TC-9, the hangar equipment and the Gas Plant.

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AIR SERVICE ACTIVITIES IN THE PHILIPPINES ✓ By the News Letter Correspondent

The dry season in the Philippines, beginning about December first and continuing for about five months, marks the period of greatest activity of all combatant units of the Philippine Department. The Air Service in the Islands is expected to add greatly to the annual maneuvers of many important branches. In December great stress was laid upon preparation of entrants for the great Department Athletic Meet and military competition. During the first quarter of the present year, the 4th Composite Group took active and important part in the training of the Anti-Aircraft Battery of the Sixtieth Coast Artillery, the Thirtieth Division Maneuvers, and the joint Army and Navy Maneuvers. At the close of these, our own maneuvers were next considered. A flight of three seaplanes from Kindley Field accomplished missionary work in locating a suitable landing field, and sheltered water in the vicinity of Aparri, on the Northern Coast of Luzon. Lieut. and Mrs. Lanagan spent two weeks in Aparri prior to the Maneuver, and accomplished much good. Sometimes they worked upon the field, sometimes caring for the incoming supplies, and dealing always diplomatically and successfully with delicate local political and social problems. Then followed the "Camp Pioneers" - Lieuts. S.A. Blair and F.P. Kenny, Air Service, and Lieut. Oscar B. Todor, Quartermaster Corps, three enthusiastic young officers who demonstrated what really could be accomplished by cooperation between the Quartermaster Corps, and the Air Service. To make a long story short, these officers with several enlisted men, journeyed to Aparri on the small inter-island steamer and established an excellent camp. In fact when the "Air Force" arrived they found everything complete. An electric lighting system had been installed, tents were pitched, arrangements for plenty of healthful drinking water had been made, and a very delicious meal was served upon our arrival. Even a traffic cop was on hand when we landed and directed us to the proper parking space. With Lieut. Blair as Maneuver Executive Officer, in immediate charge of the Camp, Lieut. Kenny as Mess Officer, and Lieut. Todor as the Quartermaster Officer, everything ran along exceptionally smoothly.

During the first week of March, much engineering activity was in evidence, many motors being changed preparatory to the Aparri trip. On March 8th, nine bombers, five DH's from Camp Nichols, four Douglas planes from Kindley Field and four DH's from Clark Field were flown to Aparri. The bombers landed at Stotsenburg and the DH's at Echague for the purpose of taking gas. The flights proceeded at approximately 7,000 feet altitude over Belete Pass, and some of Luzon's most rugged mountains, then swooping over the beautiful prairie country which stretched for miles to the Northward. Aparri was reached after about four hours flying, the last hour having been above the beautiful Cagayan River Valley. Here all planes landed without accident, directed by excellent wind indicators into the Monsoon breeze. It was a most picturesque field and was located close to the blue China Sea. On the north edge of the field a heavy surf boomed in against the beach, where old graves and marks of a cemetery were still visible. On the opposite side, a second and more up-to-date cemetery was located. To the west lay the "residential" section of Aparri. Numerous well-made Nipa houses or "shacks" as they are called, some of which even had Singer Sewing Machines, Victor talking machines and electric lights, could be seen. A wide expanse of level country dotted here and there by a Nipa house extended to the Southward.

Bombing missions carried out on the Ambulag River, extensive reconnaissance missions on some of the islands lying toward Formosa, and machine gun practice along the beach featured the training part of the maneuver. Major Ahern "G-3" Philippine Department; Major Browne, Air Service, Major Howard, Group Commander; Captain Knight, Commanding Officer of Kindley Field; and Captain DeFord, Commanding Officer of Clark Field, were present throughout the maneuvers and were apparently more than satisfied with their execution.

Crowds of natives visited the Camp daily, watching the flying, surf bathing and tent life of the "Rich and Crazy Americans" with equal interest. After bathing in the surf it was always customary for the bather to stand behind his tent and allow a comrade to throw a bucket of fresh water over him. The visitors were soon interested and the men, women and children placed themselves in strategic positions. As the bathing suit came off and the water was thrown

forcibly on the victim, cheers would arise from the crowd.

Many visits were made to points of interest in and about Aparri and everyone thoroughly enjoyed himself. The bombers made a non-stop return trip to Camp Nichols. All planes returned safely and brought to a close our best Group Maneuver.

The Philippines as an Air Service assignment is excellent, in that it offers unusual opportunities to fly both land and seaplanes, and to study this portion of the world.

With the close of the Air Service Maneuvers at Aparri, the attention of everyone is focused upon the possibility of securing detached service at the White Man's Heaven in the Orient - Baguio. Major Howard, Lieuts. Blair, Niergarth, Beaton, Kirksey, Bogert, Mills and families are spending a few weeks there "fattening up" on golf, tennis, poker, hiking and barracks flying. "Baguio" is a magic word here in the Islands. It means to the "Lowlanders" (Residents of Manila) what the White Mountains and the Adirondacks means to the New Yorker. It provides the experiences a white man loves in an invigorating healthful atmosphere, 5,000 feet nearer Heaven than the streets of Manila.

That the romance of the pioneer and the spirit of adventure still nestles in the human breast is proven by a unique and interesting expedition which has been planned and actually started by an officer of Camp Nichols. Captain A.I. Eagle, A.S., heads a party that has started from San Jose to Calapan across the wild and sparsely explored Island of Mindoro. Captain Kauch and Lieut. Hammond, also of the Air Service, will accompany the party. For ages that Island has existed under a "Divine Curse" of some nature which has discouraged exploration and settlement. Perhaps the expedition will discover gold, a fountain of youth, a city of descendants of a ship-wrecked white race, or perhaps it will discover only jagged ravines, malaria and blood-thirsty savages. In any event, all await anxiously news from the interior of an unexplored, unmapped expanse of country, Mindoro, the land of the Mangyan and home of the Tamarao.

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RESULTS OF LIGHTER-THAN-AIR BOMBING MATCHES ✓

Lieut. Alfred I. Puryear, of Scott Field, Ill., with a score of 776, took the top honors in the lighter-than-air bombing matches, the last to be completed in the annual machine gun and bombing matches which closed at Langley Field on May 19th. Captain W.E. Kepner, also of Scott Field, took second place with a score of 765. Third honors went to 1st Lieut. W.A. Gray of Langley Field, with a score of 734 and fourth to 2nd Lieut. W.L. Harris, of Langley Field, with a score of 568. The TC-5 and the TC-9, the two airships which have been rigged for bombing work at Langley Field, were used by the bombers in firing their record scores. Each contestant dropped a total of eight 100-lb. bombs from an altitude of 3,000 feet.

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PROGRESS AT THE ADVANCED FLYING SCHOOL

The present class at the Air Service Advanced Flying School, Kelly Field, Texas, now consists of 62 men flying. Ten have graduated from the single seaters and 4 are still on this type of ship; 28 are on the 180 and 360 deg. turns, 9 on hurdles, 2 under special instruction and 2 are under the care of the Flight Surgeon. The class reached the maximum flying time the second week in May, securing a total of 522 hours and 10 minutes, an average of 7 hours and 55 minutes for each student flying. Night flying is now in progress and some of the students have started flying the Martin Bombers.

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LIAISON MISSIONS WITH THE SECOND DIVISION ✓

The Third Attack Group, stationed at Kelly Field, Texas, recently conducted liaison missions with the 2nd Division, encamped at Camp Bullis, Texas. Lieut. H.W. Anderson as Liaison Officer developed the missions to be conducted. Flying Cadet Y.H. Taylor, as flight leader, with Cadet Robert G. Minick and Staff Sgt. Travis made an attack on the troops at 11:00 A.M., and followed this with another one that night. The pilots used the parachute flares carried on the airplanes to locate the troops. An excellent demonstration of liaison was carried out regardless of the rough and windy weather, and the Commanding General of the 2d.

2nd Division reported that he was very well pleased with the results. During the daylight attack it appeared that the troops were having great difficulty in keeping under cover, as the "Jacks" persisted in continually ducking from cover of the trees, and the troops were sighted pulling and pushing the mules during their balky spells to get them back under the trees.

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AERIAL REVIEW AT WILLIAMSBURG, VA.

On the occasion of the sesquicentennial celebration of William and Mary College at Williamsburg, Va., on May 15th, at which the President of the United States was the guest of honor, 35 airplanes from Langley Field, Va., proceeded to the scene of the celebration to honor the Nation's Executive. These ships comprised 3 MB3A's, 15 Observation type planes, 9 NBS-1's, two photographic planes, and the plane of the Commanding Officer of Langley Field.

The various formations flew over Williamsburg at 10:15 A.M., just as the Presidential party was proceeding along the Duke of Gloucester Avenue to William and Mary College, then over the College while the party proceeded to its place in the College Campus, finally clearing at 10:45 and returning to Langley Field.

Hundreds of automobiles and crowds of people were observed proceeding to the campus to take part in the ceremonies. An observer of the flight reported excellent formations in every case, the review making a very impressive spectacle.

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WAR DEPARTMENT ORDERS AFFECTING AIR SERVICE OFFICERS

Changes of Station: Major Archie W. Barry from Little Rock Air Intermediate Depot to Washington, D.C., for duty in Office, Chief of Air Service, August 31st.

Major Harold Geiger, upon completion of course at Air Service Tactical School, Langley Field, to Phillips Field, Aberdeen Proving Grounds, Md., for duty.

Captain Walter F. Kraus relieved as student, Massachusetts Institute of Technology, Cambridge, Mass. and assigned to duty in Office, Chief of Air Service.

Major Henry W. Harms from Langley Field to Office, Chief of Air Service, Washington, D.C., for duty, effective August 31st.

Captain Earley E.W. Duncan from Air Service Tactical School, Langley Field, to Fort Riley, Kansas, for duty as student in troop officers' course.

1st Lieut. Park Holland relieved from present duties at Kelly Field until Sept. 15th in order to pursue observation course at Advanced Flying School.

1st Lieut. Paul Evert relieved as student A.S. Technical School, Chanute Field, June 30th, and to proceed to Langley Field for duty.

Captain Wm. E. Farthing from A.S. Tactical School, Langley Field, to Fort Sill, Okla., for duty as student in battery officers' course, Field Artillery School.

Captain Calvin E. Giffin from Rockwell Field to Letterman General Hospital for observation and treatment.

Captain Edmund W. Hill from Scott Field to Fort Monroe, Va., for duty as student at Coast Artillery School in battery officers' course.

2nd Lieut. John P. Kidwell from Kelly Field to Scott Field, Ill.

2nd Lieut. Russell J. Minty from Selfridge Field to Hawaiian Department, sailing June 29th.

Orders assigning 2nd Lieut. Oscar P. Hebert to Hawaiian Department revoked.

Transfers: 2nd Lieut. Raymond Miller Barton assigned to 2nd Cavalry May 19th with station at Fort Riley, Kansas.

Relieved from Flying Training: 2nd Lieut. Sidney L. Douthit from Brooks Field, and attached to 2nd Div. Ft. Sam Houston, Texas, for duty.

2nd Lieuts. Branner P. Purdue and Harry G. Spillinger from Advanced Flying School, Kelly Field, and attached to duty with 2nd Div. Ft. Sam Houston, Texas.

Change in Duties: Lieut.-Col. Clarence Culver relieved as Commandant, Air Service Advanced Flying School, Kelly Field, Texas, until September 15th and assigned to duty as student for course in observation at that school. Major Frank M. Andrews designated as Commandant of this School until Sept. 15th.

Second Lieut. Aaron J. Yauger, Scott Field, to take course in Lighter-than-Air training at Balloon and Airship School, that station.

Resignation: Major Raycroft Walsh, effective June 1, 1926.

Reserve Officers Ordered to Active Duty for 15 Days: 2nd Lieut. Frank E. Hoffman to Wright Field, June 1st; Capts. Wm. L. Purcell, Paul S. Robertson and 2nd Lieut. Frank E. Ashton, Jr., to Office, Chief of Air Service, Washington, D.C. June 6th; 1st Lieut. Wm. S. Lyhne, to O.C.A.S. June 7th; Captain Falk Harnel to Chanute Field, Rantoul, Ill., June 13th; 2nd Lieut. John R. Armstrong to Maxwell Field, Ala., June 6th; 2nd Lieut. Gerald P. Young to Brooks Field, Texas, June 6th; 2nd Lieut. David M. Borden to O.C.A.S., Washington, June 13th.

Leaves of Absence: Major Horace M. Hickam, 2 months, 10 days, June 15th; 1st Lieut. Lawrence J. Carr, 2 months, 10 days, June 5th; Major Ralph Royce, 2 months, 20 days, July 5th; 1st Lieut. Hugh A. Bivins, 25 days, July 26th; 1st Lieut. Ennis C. Whitehead, 1 month, 25 days, June 14th; Major Percy E. Van Nostrand, 2 months, June 19th; 1st Lieut. Hez McClellan, 1 month, July 20th; 1st Lieut. Charles C. Chauncey, 27 days, July 2nd; 1st Lieut. Robert M. Webster, 2 months 15 days, June 3rd; 1st Lieut. Clarence E. Shankle, 3 months, June 3rd; 2nd Lieut. Norme D. Frost, 1 month, 24 days, June 6th; 1st Lieut. John W. Benton, 7 days, May 18th; 2nd Lieut. Glenn L. Davasher, 7 days.

NOTES FROM AIR SERVICE FIELDS

Kelly Field, San Antonio, Texas, May 26th.

Lieuts. Vandenberg, Greene, Partridge, and Frost, pilots, representing the Third Attack Group in the annual Machine Gun and Bombing Matches held at Langley Field, Virginia, returned to Kelly Field, May 16th. Until official returns are published, the scores were not given for the individuals, but it is reported that the Attack Group pilots upheld the traditions of this organization in taking first and second place, honors that credit the Group as a well-trained and efficient arm of the defensive element of our country's Air Forces.

2nd Lieut. H.S. Vandenberg, C.O. of the 90th Attack Squadron, was taken to the Hospital at Fort Sam Houston, May 23rd, and underwent an operation for appendicitis. No report as to his condition has reached here as yet, but the 90th Squadron and the entire Group hope for his speedy recovery.

Orders were received sending 1st Lieuts. L.J. Carr and J.M. Weikert, A.S., to foreign service on the September Transport.

Orders were received directing Capt. R.C. Candee to report to Langley Field, Va., on or about September 20th for duty as a student at the Air Service Tactical School. Captain Candee has been Adjutant of the 10th School Group for the past year.

Kelly Field received its first PW-9, which was transferred here from Selfridge Field by Lieut. Crane, who graduated from the Advanced Flying School last September. The new plane was assigned to the 43rd School Squadron, and the line of pilots has already begun to form.

Kelly Field lost a hard fought polo game to a mixed team from San Antonio and the 8th Corps Area on the afternoon of May 16th, the final score being 12 to 5.

The following cross-country flights were made by personnel at this field: Cadet J.F. Guillett, 3rd Attack Group, to Chanute Field, via Douglas Transport, to ferry back a DH4M-1 airplane; 1st Lieuts. G.A. McHenry and Floyd A. Lundell to Aransas Pass, Texas, May 18th, returning same day; Captain Cole returned from Muskogee, Okla., with Private Given as mechanic; 1st Lieut. A.B. Ballard to Eagle Pass, May 19th, returning in the afternoon; Major Carlyle H. Wash to Laredo, Texas, in a Douglas plane, with Sgt. Steeds as passenger; Sgts. McConnell and Travis, 3rd Attack Group, to Taylor, Texas, May 17th, returning same day, Sgt. McConnell ferrying back to Kelly Field a DH forced down at Taylor by a faulty rudder; Lieut. Canfield and Lieut. Turner, with Sgts. Hayes and Payne, to Aransas Pass on May 22nd, returning following day; Lieut. Alvan C. Kincaid to Houston with Staff Sgt. Gentry as passenger; Lieut. A.B. Ballard to Houston May 15th with Pvt. Pond, as mechanic, returning same day.

Lieut. Earl G. Harper, transferred here from the Philippines, reported for duty May 15th.

Lieut. John I. Moore departed on airways in a Douglas Transport, with Lieut. L.L. Beery as passenger, the latter being on leave of absence.

Private C.C. Fenner of the 40th School Squadron made a parachute jump from an altitude of 2400 feet. He made a good jump, but when he landed he made no effort to get up and furl his chute. When asked why, he said that he didn't know but it seemed as if all the strength was gone from his body.

Several of the School Group pilots accompanied Col. Culver to Fort Aransas to investigate a site there as to its adaptability for establishment as a rest camp.

Lieuts. John I. Moore and Frederick A. Johnson returned May 22nd from Chanute Field, bringing back two more DH4M airplanes.

Flying Cadet Jamison departed May 21st on an extensive cross-country trip to Montgomery, Ala., and return, taking with him as passenger Staff Sgt. McKinney.

Sgts. Nendell and Morehouse departed May 22nd on an extensive cross-country flight to Fort Snelling; Minn., for a period of ten days.

Lieut. McGinley and Cadet Minick were assigned to the 90th Squadron May 19th, the former as Squadron Operation and Engineering Officer and the latter as his assistant.

Cadet Sparhawk was attached to the 60th Squadron for duty and detailed as Assistant to the Group Engineer Officer.

Lieut. R.F. Stearley was relieved from his assignment with the 50th Service Squadron and assigned to Group Headquarters.

2nd Lieut. Glen T. Lampton and passenger arrived here in a DH plane from Santa Monica, Calif., enroute to his home station at McCook Field.

San Antonio, Texas, May 17th.

Invitations were received to the wedding of Miss Constance Virginia Buckel to Lieut. Alden R. Crawford at the Cadet Chapel at West Point on May 22nd. The couple are expected to come to Brooks Field before going to San Francisco to sail for the Philippine Islands.

Flying time for this station for the week ending May 14th was as follows: Aircraft hours, 752:05; man hours, 1278:20; cross-country hours, 93:40; cross-country man hours, 185:00.

Brooks Field, San Antonio, Texas, May 24th.

DeHavilands are becoming as rare as dodo birds here. Last week end some fifty pilots were clamoring to fly the four limping Libertys in commission.

Lieuts. Fredrick I. Patrick and Hez McClellan left last week on leave preceding their departure for the Philippines.

Lieut. Nelson returned recently from a cross-country to St. Paul, Minn., flying a DH4M2. He left Brooks Field after seven in the morning and made St. Paul by sunset.

Lieuts. Corkille and Hine are on a cross-country to Pensacola, where the former is to flight-test the NY-1, which is the pontoon sister of our PT-1.

Lieut. H.M. Fey left Monday on the regular airways trip.

Lieuts. Downing and Schlatter cross-countried to Deming, N.M. on the 22nd, returning the next day. They reported nothing unusual save some hot work repairing a broken shock absorber with no tools.

Flying time at this station for the past week was as follows: Aircraft hours, 683:40; man hours, 1,072:10; cross-country hours, 33:05; cross-country man hours, 126:10.

HdQRS. 2nd Div. Biggs Field, Ft. Bliss, Texas, May 22nd.

During the month of June in the course of the change of station of the Air Service troops at Biggs Field to Fort Sam Houston, Texas, the following troop-centers will be visited by ships and personnel of the 12th Obs. Squadron: Fort Logan, Denver, Colo.; Nogales, Douglas and Fort Huachuca, Ariz.; Camp Marfa, Fort Clark, Fort Ringgold, Brownsville and Fort McIntosh, Laredo, Texas. The new Douglas planes will be flown.

Lieut. Ray H. Clark left May 5th for Santa Monica, Calif., for the purpose of selecting suitable airways routes. The ship flown, a DeHaviland, was completely overhauled and a new motor furnished while at Rockwell Field. Lieut. Clark returned here May 15th with practically a new ship.

Lieuts. Lloyd E. Hunting and Charles Douglas, who since May 5th were at Langley Field, Va., attending the Gunnery and Bombing Competition held there, returned here May 20th and 21st, respectively, flying the new Douglas planes which had been equipped before departure for gunnery and bombing. Due to the fact that this organization was ordered to Fort Sam Houston during the absence of these officers and their presence here needed, request was made through the Chief of Air Service for their early return; consequently they were "rushed through" the prescribed gunnery and bombing course with results not so satisfactory to our representatives.

Capt. Walter Bender, Adjutant, 2nd Div. A.S. and Lieut. Ray H. Clark, flew a Douglas plane to Fort Sam Houston, Texas, on business in connection with the impending move of this organization to that post. They returned the following day, May 21st.

Lieut. Glen T. Lampton, of McCook Field, who with Mr. Showalter of the Engineering Division, passed through here May 15th enroute to San Francisco and other points in the 9th Corps Area on an "equipment test" flight, returned through this station May 22nd enroute to their home station.

Sergeant Lyman Zwick joined the 12th Obs. Squadron May 21st, after serving four years in the Panama Canal Zone at France Field. His specialty is "operations" and he has been detailed in our Operations Office to relieve Staff Sgt. Harold E. Silliman, under orders to leave for the Philippines on August 20th transport.

Corporal Dewey Weaver and Pvt. 1st Cl. Leonard L. Griffith, 12th Sqdn., were honorably discharged by purchase.

Langley Field, Hampton, Va., May 19th.

11th Bombardment Squadron: The squadron flew 18½ hours last week. The squadron baseball team suffered defeat at the hands of the N.A.C.A. team by the score of 10 to 2.

20th Bombardment Squadron: Flying activities during the past week consisted for the most part of bombing, with a little test flying and training thrown in to make variety. Lieuts. A. Lindeburg and A.Y. Smith are the star bombers of the squadron, and they have been doing some very creditable work.

96th Bombardment Squadron: The Squadron entered two NBS-1's in the Bombing Competition, one being used by Lieuts. Lindeburg and McReynolds of the 2nd Bombardment Group and the other by Lieuts. Larson and Shankle of the Canal Zone.

There is plenty of work for some of the men getting ready for the exposition at Philadelphia, changing engines and giving the ship a general overhaul.

The baseball team, in an ambitious mood, won a ball game from the 59th Service Squadron 12-2. The pitching of Sgt. Keever and the hitting of Pvt. Tobias featured the contest.

19th Airship Company: Starting May 11th, the TC-5 was seen rising up into the air every morning and returning to the hangar late in the afternoon, giving our officers plenty of bombing practice.

On May 13th Lieut.-Col. Ira F. Fravel, from the Office, Chief of Air Service, piloted the airship TC-5 on bombing flights in the morning, and later piloted it for a demonstration flight over Franklin, Va., in connection with the celebration over the opening of the highway connecting Franklin with Murfreesboro, and also the highway systems of Virginia and North Carolina.

Brig. General James E. Fechet, Asst. Chief of Air Service, with a party of four high ranking Army and Marine Corps officers, inspected the Airships TC-9 and TC-5 on May 11th. Various departments of the work in the airship hangar were also inspected.

Langley Field, Hampton, Va., May 24th.

11th Bombardment Squadron: Last week the squadron flew 20 hours, 45 min. In a pitcher's battle between Corp. Brownlee of the 11th and Lieut. Foster of the 50th, the former won the decision - score 5 to 1.

20th Bombardment Squadron: The squadron is back to normal after the hurry and rush of the bombing season. The enlisted men of this squadron are pleased to hear that the season was a success. Had it been a failure, after weeks of strenuous work, the men would have felt that they had labored in vain. This organization had its share in the work and believes that it did its work conscientiously. Let us here give thanks to Major Westover for the respite of three days given us as reward for duty well done.

The orderly room is wondering when recruiting for the Air Service will be opened again. For the first time in many moons this organization has fallen below its peace-time strength. This is a novelty, as the organization has always been from two to five over strength.

96th Bombardment Squadron: The Squadron has been preparing for its flight and stay in Philadelphia for the Sesquicentennial, for which the Devil's Own will furnish 1 NBS-1 and 8 enlisted men.

There has been little or no flying in the organization or the Group since the big field inspection on May 18th. The squadron expects to hit it hard next week.

19th Airship Company: Flying time for the month ending the 19th was: Daily aircraft hours: 40:15, daily man hours, 225:50.

Marshall Field, Fort Riley, Kansas, May 17th.

The 16th Observation Squadron was busy the past two weeks on tactical problems with the Cavalry School. The next ten days sees the close of the school demonstrations and problems, and the squadron will then be preparing for the summer training of reserve officers.

Lieut. George H. Steele flew the smoke screen bomber from Aberdeen to Fort Riley on May 8th. He was to have laid a smoke screen for a Cavalry demonstration, but an accident occurred which damaged the bomber. Lieut. Steele has been busy superintending the needed repairs.

Major Arnold and Captains Pratt and Boland flew cross-country to Omaha recently and while there discussed with Corps Area officers the details of the summer training to be held at Fort Riley for Air Service Reserve Officers.

Lieuts. Fisher and Hicks attended the Machine Gun Matches at Langley Field. Captains Boland and Pratt and Lieut. Hicks witnessed the Balloon Races at Little Rock, Arkansas.

Lieut. Davies of Richards Field, Kansas City, was on duty at Marshall Field with the 16th Obs. Squadron for the past ten days.

Lieut. Hicks will report at Fort Snelling, Minn., May 27th for temporary duty and then proceed to Camp Sparta, Wis., June 9th. The squadron will be at Fort Crook, Neb. from May 25th - June 4th.

Major-General Hines, Chief of Staff, arrived at Fort Riley May 15th for his annual inspection.

Selfridge Field, Mt. Clemens, Mich., May 22nd.

Organization Day, May 5th, has come and gone. A silver cup, properly inscribed, and 500 points towards the Athletic Year are to be presented to the 95th Pursuit Squadron for first place. Sergeant Healy of the 95th was high man with 14 points; Sgt. McDonald, 1st Pursuit Group Hdqrs. second with 11 points, and staff Sgt. Boyle, 95th, third, with 10-1/3 points. Organization scores for track and field meet are as follows:

95th Pursuit Squadron	---	60-2/3	points
1st Pursuit Group Hdqrs.	32	"	
57th Service Squadron	12	"	
17th Pursuit Squadron	9	"	
27th Pursuit Squadron	6-1/3	"	
94th Pursuit Squadron	6	"	

Having won the football championship last year, the 17th seem intent on duplicating the feat in baseball. To date they have played and won three games, the three first string pitchers each holding 1000%. Vlucht or TINY, as he is called, managed to keep his 220 pounds of stuff in control to win from the 57th by the scant margin of one run. Waytulonis, the hard hitting full back of last fall's championship football team, while more erratic, had better luck, his mates denting the rubber eleven times while the 95th scored eight. Then to top it off, the best fielder on the team turned out to be a pitcher, and on his first trial on the mound held the 1st Pursuit Group Hdqrs. team to a few scattered hits and won his game even after his infield presented them with three runs in the first inning. Lieut. Cornelius manages the team. Officers are not privileged to play in inter-squadron competition.

San Antonio Air Intermediate Depot, Duncan Field, Texas, May 15th.

All Engineering Department buildings at this depot are receiving a coat of paint, both inside and outside. The buildings are being painted white on the inside, with a view to furnishing better light for the workmen. Hangars 5, 6 and 7, which have already been completed, show the great improvement that is made in this respect.

In carrying out the provisions of Air Service Circulars looking to liaison of maintenance engineering activities of the Depot with the engineering activities of the Air Service organizations in the Depot's Control Area, First Lieut. Clements McMullen of this Depot just completed maintenance inspections at Kelly and Brooks Fields, and in the near future will proceed by air for similar inspections at the other Air Service activities in the Eighth Corps Area.

Twenty-four JN planes were shipped by freight by this Depot the first part of May to the Fairfield Air Intermediate Depot, these being intended for the summer Reserve Training Camps. Eight planes went forward May 1st, four on the 3rd and the remaining twelve on the 5th.

The Parachute Repair Unit of the Engineering Department of this Depot is now ready to function, but will be held up for a short time pending receipt of supplies now on manifest. Mr. Albert H. Otterpohl recently returned from the Fairfield Air Intermediate Depot, where he completed a thorough course in parachute repair and construction, and will be in charge of this section.

Orders were received, to our regret, transferring 1st Lieut. Richard T. Aldworth to Langley Field, Va.

Miss McMullen, sister of Lieut. McMullen, of this Depot, has been visiting her brother here for the past several days.

Wright Field, Fairfield, Ohio, May 19th.

The outstanding events of the past month were the Air Force Maneuvers, which were fully covered in the newspapers by Major H.R. Harmon, who was publicity officer for the Maneuvers during the entire period, April 20 to May 1. General Fechet, who directed the Maneuvers in person, made the following statement just before leaving for Washington:

"We were handicapped immensely by the lack of planes and of personnel in the various groups. The pursuit, attack and bombardment groups available planes and pilots to the maneuvers."

Instead of three groups, consisting of a total of 200 planes, there were only enough planes for less than three squadrons of normal peace-time strength.

This force is all we have in the United States, exclusive of the Observation. It is the only offensive force now in existence to send out against a hostile fleet."

Captain Henry Pascale, accompanied by Captains R. G. Hoyt and Vernon L. Burge, Lieuts. Max Balfour, C.E. Coverill and Wm. J. Hanlon, left April 16th for Santa Monica in a Douglas Transport. Each of the six officers brought back a new Douglas O-2 plane from Santa Monica, delivering them to various stations.

1. Lieut. Harold F. Rouse, of this post, was one of the officers participating in the Competitive Machine Gun and Bombing Matches at Langley Field, Va. Lieut. Rouse left for Langley Field May 5th, returning at the conclusion of the Matches.

Lieut. Ray A. Dunn reported for duty at Wright Field May 10th from the Hawaiian Department.

Lieut. Samuel G. Frierson expects to take a two-months leave of absence beginning May 20th. During his absence Lieut. Ray A. Dunn will be Post Adjutant.

Lieuts. H. A. Bartron and C. C. Nutt recently completed a Supply and Inspection tour, traveling by air to Pope Field, Maxwell Field, Bowman Field and other stations. They reported that they received excellent service at all points visited. After flying three hours and five minutes from Bolling Field enroute to Pope Field, the engine suddenly stopped. They were within gliding distance of Pope Field and the landing was easily made. Had the engine stopped five or ten minutes sooner they would have had to pick out a smooth spot between the trees.

The Wilbur Wright Welfare Association gave a dance on May 8th to which the personnel of the entire post was invited. On the 10th the Association gave an entertainment at the Osborn School House, special features including vaudeville stunts and several musical numbers. Later in the evening Capt. A. W. Stevens talked on the subject of "Our National Parks", the lecture being illustrated with a series of colored photographs taken by him on his recent aerial tour of the National Parks.

Commenting editorially on the work of the Air Service, a Dayton newspaper made the following statement:

"The situation, however, does call the thought to need for government attention to maintain a stable service by worthwhile inducement to others to remain and to deal squarely with others."

Now, in the name of common sense, why should the Government "maintain a stable service?" A snappy garage service would be more useful. If we are going to have a stable service, it might be attached to the Cavalry, instead of the Air Service.

Luke Field, T.H., May 7th.

Aerial Gunnery and Bombing held the center of the stage at Luke Field during April, all tactical units practically completing their preliminary firings at both ground and aerial targets. During May record practice will be held in machine gun firing and bombing. The results of this practice are being anxiously awaited by all personnel, as this is the first time the tentative courses for bombing and aerial gunnery have been followed in the Hawaiian Department.

The following are the high scores and squadron averages in gunnery and bombing for April:

6th Squadron:

Aerial Gunnery tow target - Lieut. Meredith, high score 80.44%
Squadron average 48.37%.

Aerial Gunnery ground target - Lieut. Stace, high score 77.77%
Squadron average 44.15%

19th Squadron:

Aerial gunnery ground target - Lieut. Chennault, high score 97%
Squadron average 53%

23rd Squadron:

Aerial gunnery tow target - Lieut. Meyers, high score 58%
Squadron average 32%.

Altitude bombing - Lieut. Farnum, high score 80%
Squadron average 72%.

72nd Squadron:

Aerial gunnery tow target - Lieut. McCullough, high score 48%
Squadron average 42%.

Altitude bombing - Lieut. Schneeberger, high score 75%
Squadron average 64%.

The Sixth Pursuit Squadron led Luke Field in aircraft hours for April with 196 hours and 50 minutes, the 19th was second with 149 hours and 4 minutes, the 72nd third with 112 hours and 20 minutes and the 23rd fourth with 100 hours and 6 minutes.

Lieuts. Hegenberger, Foulk, Madarasz and Goodrich were fortunate in being at the Kilauea Military Camp in Hawaii during the recent eruption of Mauna Loa. They all made a motor trip to the site of the lava flow and witnessed the crossing of the government road by the lava.

Lieuts. Worthington, Givens and Cummings of Luke Field, and Lieuts. McConnell and Davis of Wheeler Field have been assigned as test pilots to run the service test on the COA-1 Loening Observation Amphibian. Ground tests and landings will be made at Wheeler Field, and water landings and tests at Pearl Harbor.

The two pursuit squadrons are nearly ready to start record firing as laid down by "Tentative Machine Gun and Bombing courses for Air Service Tactical Units". In preliminary firing a steady improvement in the shooting of all officers has been accomplished, and it is hoped to hang up a number of real good scores during the record practice. The opening of the new pursuit gunnery range on the Waimanalo Military reservation has considerably expedited the gunnery work. Unfortunately, due to a shortage of prepellers for the PW's, the old MB3A's will have to be used for all firing. This will probably lower the scores somewhat, as the PW-9 is much steadier in a dive than the MB3A.

The Transport THOMAS arrived from the coast on April 15th, carrying a full passenger list, a large number among them being Air Service officers. All of the visiting officers were entertained either in town or at Luke Field during their short stay in Honolulu. As the THOMAS steamed out of the harbor on its way to Manila a formation of three PW-9's from the 6th Pursuit Squadron, piloted by Capt. Elmendorf and Lieuts. Meredith and Stace, flew over the ship. Pursuit formation maneuvers were carried on for a short time, followed by individual acrobatics.

After several unsuccessful attempts and much practice, the Luke Field volleyballers finally took the officers of Wheeler Field into Camp on April 20th. The Luke Field team consisted of Lieuts. Chennault, Givens, Prentiss, Ferguson, Rich and Curtiss, while the Wheeler Field team lined up with Lieuts. Davis, Moor, Smith, Davidson, McBlain and Archer. Wheeler won the first contest 16 to 14, but Luke Field came back and copped the second and third games 15 to 5 and 15 to 9.

As part of the Group Training Program, an inter-squadron field meet was held on April 24th, the feature event being a 2½ mile relay, in which 44 men from each squadron were entered, each man running 100 yards. The 19th Squadron, away to a flying start, held the lead for about half the race when they were overhauled and passed by the 23rd.

Two very novel events placed on the program by Athletic Officer "Barney" Tooper, provided much entertainment for the spectators. The first was a tent pitching race, with the entry list limited to include only two of the last recruits to join each organization. The race consisted of a hundred yard run with full pack, followed by tent pitching and display of equipment. All the recruits were considerably "fussed", and even though coaching from the side lines was allowed each team had their troubles in getting the tents up, much to the amusement of the spectators. The other comedy event was the egg relay race. Each entrant in this contest had to run 25 yards and then ferry back an egg in a table-spoon, the man to get six eggs in his hat first to win the race. Contrary to expectations, there were very few egg casualties, most of the contestants getting all six eggs to the finish line in good shape.

The final standings at the end of the meet were: 19th Pursuit and 72nd Bombardment Squadrons, 20 points each; 23rd Bomb. Squadron, 19 points; Staff, 13; 6th Pursuit Squadron, 6 and 66th Service Squadron, 3.

The informal meet was especially opportune, as it gave a line on the contestants who may be entered in the big field meet on Organization Day, May 19th.

Field Service Section, Wright Field, Ohio, May 20th.

Numerous flights were recently made by officers attached to the Field Service Section, the longest being Lieut. Wm. J. Hanlon's hop from Santa Monica to Wright Field in a Douglas O-2A. Lieut. Hanlon speaks in the highest terms of the O-2A, and he is sure that the Air Service made no mistake in buying airplanes of the O-2 series. Lieut. C.A. Cover made several aerial trips to Indianapolis, Buffalo and elsewhere. At present he is at the Wright Aeronautical Corporation, where an engine remodeling contract is in progress. Lieuts. B.M. Giles and Robert E. Self also made a number of cross-country trips in the interests of the Field Service Section.

Lieut. Charles E. Bramshaw, Engineer Officer at Brooks Field, was a visitor on May 11th enroute to his home station from the Consolidated Aircraft Factory at Buffalo, where the PT-1 is manufactured. He conferred with this Section regarding the maintenance of this ship and other types of aircraft. He was accompanied by Lieut. R. M. Webster, who is keenly interested in anything that pertains to Air Service supply.

Captain Ralph H. Wooten, of the Office, Chief of Air Service, was a visitor for several days last week. He is especially interested in National Guard affairs, annual reports, allotment tables and costs of operation.

Lieut. Louis F. Dorsey, a Reserve officer from the Supply Division, O.C.A.S., was on active duty at this Section from April 19th to May 1st in connection with compilation of requirements for Fiscal Year 1927 of gasoline and oil.

Lieut. Charles McK. Robinson, of Kelly Field, was a visitor April 21st while enroute to Mitchel Field. He is particularly interested in Air Service inspection methods.

Major George H. Brett left May 12th for Middletown Air Intermediate Depot, Mitchel Field and Washington, D.C. At Middletown and Mitchel Field he conferred with the commanding officers relative to standardization of reporting forms. While at Washington he was in conference with the Chief of the Supply Division on all phases of Air Service Supply and Maintenance. During his absence Lieut. B. M. Giles was in charge of the Section.

Mr. O.J. Neff, who has been gathering data for the O-1 catalog at the Curtiss Aircraft Company at Garden City, is now at the Huff-Daland Aircraft Factory at Bristol, Pa., securing data for the catalog of the LB-1 airplane. An index of Air Service Catalogs is being distributed, showing the catalogs which have been compiled or are now in process of compilation.

Mr. Cornelius J. Loose just returned from Langley Field where he spent two weeks acting as Field Service representative during the Third Annual Competitive Machine Gun and Bombing Matches.

Lieut. James L. Grisham was a visitor here on May 19th. He was formerly in charge of the Material Branch, and is now Air Service Instructor with the Arkansas National Guard. He states that the Arkansas Guardsmen are a wide-awake bunch and that they are getting their new airport into the pink of condition.

Fourth Composite Group, Philippines, April 27th.

Headquarters Detachment, Camp Nichols, Rizal, P.I. The February Transport arrived on Washington's birthday, bringing with it 59 Air Service men, ten of whom were attached to Headquarters for fattening purposes. Master Sgt. Hornby also arrived for a tour of foreign service and rest. Hdqrs. Detachment was holding a memorandum receipt for two more noncoms as replacement for the two we lost, but we failed to locate them. We may have better luck when the next boat arrives.

Pvt. Henessy, who arrived in the Department in December and while with us was our Recreation Room Commanding Officer, was a last minute passenger on the outgoing THOMAS on its February trip to the States, having purchased his discharge.

Capt. Kauch returned from his visit to China on the U.S.S. STEWART March 7th, being about ten days ahead of time. He assumed command of the post during the absence of Major Howard at the Group Maneuvers.

Major C.W. Howard, Capt. D.B. Howard and Lieut. S.P. Mills were our representatives in the Group Maneuvers at Aparri. Lieut. Mills is quite a photographer, judging from the bundle of pictures he brought back. Corp. Bedell, our "Champion Parachute Jumper" and our "Best Barracks Pilot" with the assistance of Private H.R. Ethington, gave the young bailarinos a thrill at Cauavan for a few days. The Corporal and his staff (one) were stationed there to service the ships during the Maneuvers. Upon their return they held quite a large gathering spell-bound for a few hours, the subject of their speeches usually relating to their ability as hunters, lion tamers, and in general way all about their trip.

66th Service Squadron, Camp Nichols: The shops of the 66th are a bee-hive of industry these days with a detail of mechanics from the 28th Bombardment Squadron and the 2nd Observation Squadron "pinch hitting" the building program of MB3A's and DH4B's has been speeded up, the score to date being four MB3A's and two DH4B's undergoing complete overhaul.

Many of the old timers are counting the days until July, when nearly fifty percent of the shop personnel will return to the States, having finished their tour of service in the land of the Palm and the Carabao. Master Sergeant Pulliam is becoming more and more concerned each day, wondering what will happen after July. His smooth running and efficient Aero repair will miss the hearty cooperation of the Department heads who are returning to the States. Staff

Sergeant Hughes, in charge of the woodwork department, Staff Sergeant Douglas of the machine shop and metal working section, Staff Sergeant Kennedy, our genial Chief Clerk of the Aero Supply, and Staff Sergeant Swisher of the Dope and Fabric Section have contributed in no small manner to the efficiency of the Engineering Section, and it is with deepest regret that we lose them when the THOMAS sails on the May trip to the "Good Old U.S.A."

With the Assistant Engineering Officer, 1st Lieut. Howard Z. Bogert, on leave at Baguio, the Chief Engineering Officer, 1st Lieut. Edward M. Powers, Air Service, took over the duties of Cost Officer, Post Utilities, and also Test Pilot

28TH BOMBARDMENT SQUADRON, CAMP NICHOLS:

Flights "A" and "B", (10 Officers - 20 enlisted men), as part of the Fourth Composite Group, participated in Aerial Maneuvers at Aparri, P.I. March 8-11th. All reports a very enjoyable trip, and that all missions assigned were carried out successfully.

As the hot season approaches, requests for detached service at Camp John Hay, by both commissioned and enlisted personnel, are very numerous.

FLIGHT "B", 2ND OBSERVATION SQUADRON:

During the month the Flight participated in Group Maneuvers at Aparri, taking all commissioned personnel and one enlisted mechanic and trouble-shooter, viz: 1st Lieuts. Kirksey, Melanson, Hammond, Niergarth, Beaton, Albro and Lundberg, and Private 1st Class Joseph A. Albert.

The Flight succeeded in retaining its full quota of enlisted men, having none transferred or returned to the States.

We have requisitioned four new DH4B's to replace those recently condemned. With this new equipment the Flight will be able to function efficiently, and bring out flying time to it's former standing.

Staff Sergeant Ward O. Brewer, graduate of the Armament Course at Chanute Field, is responsible for the armament of our ships under the supervision of 1st Lieut. Hammond, Flight Armament Officer.

1st Lieut. Arthur J. Melanson, our Commanding Officer, was ordered to temporary duty at Camp Stotsenburg in connection with the coming Polo Tournament, to be held at that Post. Lieut. Melanson is quite a Polo enthusiast, and he is an asset to the Army Team here in Manila.

1st Lieut. Ames S. Albro, in addition to his other duties, assumed the positions of Flight Operations and Engineering Officer, relieving 1st Lieut. Guy Kirksey and Lieut. Omar O. Niergarth, respectively, who were granted detached service at Baguio. Lieut. Beaton, also granted detached service at Baguio, turned over the Communication Officer's position to 1st Lieut. Hammond.

Sergeant Hubert Jones was granted detached service at Camp John Hay for a period of fifteen days.

Although this Flight is still in it's infancy at Camp Nichols, being detached from it's home Field at Corregidor, it is at present taking care of approximately all the maintenance of the DH planes. We are looking forward to the time when Camp Nichols will be the home of a complete observation squadron.

6TH PHOTO SECTION, CAMP NICHOLS:

This section, during the month of March, participated in the Maneuvers at Aparri. Photographs were obtained of the Aparri Flying Field, of various places of interest in the vicinity of Aparri, and also of the Islands North of Luzon.

The Section lost four of it's members, Staff Sergeant McAlko, Sergeant Ermev. Privates Ebeling and Enos, who departed on the THOMAS February 27th. We trust that when they read this letter, they will be made to realize just how much we miss them, and the Section as a whole extends it's heartiest greetings to them.

FLIGHT "A", 2ND OBSERVATION SQUADRON, KINDLEY FIELD:

This Organization sent four seaplanes which participated in the Air Service Maneuvers at Aparri. The crew consisted of six officers and two enlisted men. The exercises were very successful and no serious trouble was experienced by anyone on the mission.

On March 9th the hull on our Loening Air Yacht partially collapsed in making a landing, and the plane was swamped. Upon attempting salvage two miles from land it was completely destroyed.

From March 11th to 31st, aerial observation was carried out daily with the Coast Artillery organizations, participating in their annual target practice.

CLARK FIELD, CAMP STOTENBURG:

The Third Pursuit Squadron took off from Clark Field at daybreak, March 8th, for Aparri to take part in the combined Group Maneuvers, returning to this station



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July 9, 1926.

The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard, and others connected with aviation.

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PHANTOM FLYING

By A.M. Jacobs

The parachute is a busy bit of equipment these days and as a result there are many faces still smiling, scowling, gentle, serious, stern, homely, handsome, or funny about us "au naturelle" which except for its saving grace would be appearing only when taken from the photographic files marked "Personnel-Officers" or "Personnel-Civilians" with slicked hair and Sunday expressions, reminiscent of a "Steady please - look pleasant!"

On June 17, Lieut. James T. Hutchinson, test pilot, and Mr. Paul Stanley, test observer, jumped for their lives. Flying a Huff-Daland light bomber equipped with a Packard 800 h.p. engine, they were sailing along at 8000 feet when suddenly puffs of smoke and flame belching into their faces sent them scuttling from the cockpits. A leaking gas line had exploded, blowing the cowling and firewall away, allowing the flames free vent.

Clinging to the long strut, Mr. Stanley got to the wing. Lieut. Hutchinson tried desperately to reach into the cockpit to turn off the ignition but flames fought him back. He did succeed, however, in throttling down the engine. It wasn't a place one could stay about. "Jump!" Lieut Hutchinson called to Mr. Stanley, who letting go the strut, slid off the wing. Mr. Stanley waited to clear the plane before pulling his ring and when his chute opened, drifted away. Lieut. Hutchinson jumped as soon as he saw Mr. Stanley's chute open - then began for him a most thrilling descent.

The controls of the plane had been nicely set for level flight but one wing was slightly down. Lieut. Hutchinson's chute was barely open when he saw that he was in the center of a path about which the plane was gently circling. The knowledge that 320 gallons of gasoline, 2000 rounds of live machine gun ammunition and 6 bombs were aboard made him no more comfortable. For several thousand feet, the plane and Lieut. Hutchinson descended at about the same rate of speed, the ammunition sputtering like pop corn, the center of the plane's path changing sufficiently to cause "Hutch" to wonder each time it swung round him if he would be blown to bits or merely struck by it. He tried to side slip his chute out of danger once or twice but with alarming unsuccess, the wind conspiring against him to bring him nearer the plane. The man in Poe's tale who, strapped down, watched the swinging scimitar descend over his head had nothing on Hutch. Finally, however, so much of the plane's superstructure burnt away that it dropped below and described a new circle, leaving Hutch free in the air. Both he and Mr. Stanley landed quite unharmed, though slightly excited by their unwonted trips to earth.

But this tale, amazing enough a short time ago to cause gooseflesh to creep up blase spines, has a truly amazing postscript. Did the abandoned plane picturesquely gliding along in its own smoke wreathes pitch to earth in a dive according to the best traditions of pilotless planes? Not at all. One ground observer noting it at about 7000 feet wondered if "they" were trying out some new smoke writing device. At 2000 feet, Lieut. Bertrandias flying from the opposite direction met this derelict of the skies and seeing that it was afire, tried to fly nearer so that he might urge those aboard to jump. Through the smoke he could not see that the plane was empty and wondered what on earth the flyers were thinking about.

Quite as if guided by human intelligence, the plane flew to earth in beautiful style, dipping, leveling out when flying speed had been picked up, banking to the emergencies of balance. Lieut. Bertrandias decided that the plane was making for Wilbur Wright Field, then decided that the pilot had changed his mind for a nearer field which also was quite desirable. The plane banked, circled and came above it. The only error in its landing was that instead of putting down its tail at the proper second so that the three points might touch in unison, it came down with a beautiful bump on the nose. Lieut. Bertrandias landed in the same field and hurt toward it, realizing only then that no lives had been at stake. The gas tank ploded upon impact.

Lieut. Hutchinson and Mr. Stanley landed several miles away. As we said before it is better to see faces about us that we know, than to have to draw them from photographic files marked "Personnel-Officers" or "Personnel-Civilians".

We wonder if this tale told the king by Scheherazade would have saved her for a thousandth and second night or if the old gentleman, considering that this was asking just a little too much of the royal credence, would not have summoned the royal executioners and given the dreaded order,—"Off with her head! What does she take me for anyway?"

The addition of Messrs. Hutchinson and Stanley to the list of those who saved their lives through the use of the parachute increases the membership of the Caterpillar Club to 28. The last issue of the News Letter gave the membership as 25. On June 2nd Lieut. S.E. Ingersoll, U.S. Navy, saved himself from death when he glided down into the water off Pensacola, Fla., with a parachute, after he collided in midair with a plane piloted by Ensign L.S. Schmidt. The latter, unfortunately, met his death, being catapulted from his plane into the water and drowning.

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PHOTOGRAPHING TENNESSEE RIVER AND TRIBUTARIES ✓

Lieut. Lelana W. Miller, Post Photographic Officer, Maxwell Field, Ala., with Staff Sergeant B.C. Powers, of the 4th Photo Section, recently took off for Chattanooga, Tenn., to commence photo work for the District Engineer at that place. Photographs of the Tennessee River and all its tributaries will be made. Seven states will be covered and the project will require approximately three months' work.

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THE INTERNATIONAL BALLOON RACE AT ANTWERP ✓

By 1st Lieut. J.A. Healy, A.S.

Being an optimist I will not commence my story by telling of the difficulties caused by the transportation of the 80,000 cubic foot racing balloon and equipment from Langley Field, Va., to Antwerp, Belgium, in fifteen days. Instead, we will shift the scene of action to the aviation field at Antwerp at which the International Balloon Race was held on May 30th last.

The American Army team consisted of Capt. H.C. Gray, pilot; Capt. Douglas Johnson, aide, and Lieut. James A. Healy, alternate pilot and operations officer.

We prepared the balloon for inflation the day before the race and reported at 2:00 a.m. on May 30th, when the inflation of the balloon began. About three o'clock it started to rain and it continued all during that day and the following day. In addition, there was a ground wind with a velocity of 30 miles an hour, which made the inflation of the balloons a difficult task. Two of the balloons, the Vieilles Tiges (France) and the Anjon V (France) were damaged to such an extent that it was impossible for them to compete in the race. The first balloon left the ground at approximately 4:30 p.m. The American entry (Goodyear IV), piloted by Mr. W.T. Van Orman, was the fourth balloon to leave the ground. The American Army entry (S-16), piloted by Capt. H.C. Gray, was the ninth to leave, and the remaining American entry (Akron NAA) left the ground in the eleventh position.

Despite the fact that the weather was very bad that day, approximately 25,000 people were on hand to see the race. The race was won by the Goodyear entry with Mr. W.T. Van Orman as pilot and Mr. W.W. Morton as aide. This balloon landed at Solvesborg, Sweden, covering a distance of 534 miles. The U.S. Army balloon S-16, piloted by Capt. Gray, with Capt. Johnson as aide, was second in the race and landed at Krakow, Germany, covering a distance of 372 miles. The third American entry, the Akron NAA, with Mr. J.A. Boettner as pilot and Mr. H.W. Maxson as aide, was disqualified owing to the fact that the balloon was forced down near the Belgian border and landed with such force as to throw the aide from the basket. If it were not for this accident it is believed that this entry would have won one of the first three places in the race.

Following are the official results confirmed by the Aerial Club of Belgium:

No.	Balloon	Country	Pilot	Aide	Landing	Km.	Miles
1	Goodyear	United States	W.T.VanOrman	W.W. Morton	Solvesborg, Sweden	861	534.9
2	Army S-16	United States	Capt.H.C.Gray	Lt.D.Johnston	Krakow, Germany	599	372.2
3	Belgica	Belgium	E.Demuyter	Lt.Valette	Bliedersdorg, Hamburg, Germany	435	270.3
4	Prince Leopold	Belgium	A.Veenstra	P.Quersin	Gross Roscharden Oldenburg, Germany	298	185.1
5	Miramar	Gr.Britain	Capt.Spencer	C.W.Berry	Epse-lez Deventer, Holland	169	105.0
6	Penaranda	Spain	B.Molas	Prados Ptna	Uddel, Holland	153	95.0
7	Helvetia	Switzerland	Capt.O.Bachman	E. Magg	Harskamp, Holland	142	88.2
8	Picardie	France	Bienaime	Ravaine	Culemborg, Holland	102	63.3
9	Baushee III	Gr. Britain	F.A. Baldwin	H.Spencer	Veghel-Boxtel, Holland	93	57.7
10	Bee	Gr. Britain	Capt.Meager	M.F.Steff	Vryhoevecapelle-Walwick, Holland	69	42.8
11	Aerostiers I	Belgium	Capt.Matton	Lt.Chamart	Tilburg, Holland	66	41.0
12	Aerostiers III	Italy	Lt.Pirazzoli	Lt.Pisani	Zundert, Holland	36	22.3
13	Ciampino V	Italy	Capt.Tombesi	Maj.Pomarici	Westwezel, Belgium	33	20.5
14	Ciampino III	Italy	Capt. Ilari	Capt.Sivieri	Westwezel, Belgium	31	19.2

DISQUALIFICATIONS

"AKRON NAA"	United States	J.A.Boettner	H.W.Maxson	Aide thrown from basket.
VIELLES TIGES	France	G.Blanchet	Arnaud	Equipment damaged during inflation.
ANJON V	France	Cormier	---	Equipment damaged during inflation.

After the race the American teams were entertained very lavishly by the officials at Brussels, Antwerp and Paris, having the honor of being received by the King of Belgium, who was very gracious and was very much interested in the balloon race and in aeronautics in general. In addition, they were entertained by the American Ambassador, Mr. Phillips, with a dinner and reception and similar functions given by the Military Attache, Major Donald C. McDonald; the City Club of Brussels; the Aerial Club "deBelgique"; the American Club of Antwerp; the Aero Club of Antwerp; the National Aeronautic Association in Paris; and by numerous other social organizations in Paris, Brussels and Antwerp. The American teams were very grateful for the wonderful way in which they were received after the race, and left Belgium with a feeling that the Belgian officials and people were very sportsmanlike to pay the victors the homage they did, inasmuch as they were taking away from Belgium the second Gordon Bennett Trophy.

It is thought by the writer that if the following recommendations were carried out by the Army entries in the next International Race it would help them materially.

First: The use of 35,000 cu.ft. balloons filled with hydrogen. This type of balloon proved to be most efficient in the National Balloon Race held in Little Rock, Ark., on April 29th last. In addition, it would be less expensive for the

foreign entries to ship their balloons and equipment to this country for the next race;

Second: It is also thought that it would be well to have the Army build special one-ply racing balloons for this event. The Goodyear entry in the International Race this year was a one-ply racing balloon and made a very good showing. It is thought that had the American Army entry used this type of balloon it would have made a much better showing. The writer does not wish to use this as an alibi, because Mr. Van Orman, the Goodyear pilot, was undoubtedly the best and most experienced pilot on the field that day and deserved to win, but we feel that had we a one-ply balloon we would have been able to remain in the air for a longer period of time and given Mr. Van Orman a much closer race.

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ORGANIZATION DAY AT LUKE FIELD, T. H.

The personnel of Luke Field celebrated the seventh anniversary of the foundation of the field on May 19th. On April 30, 1919, General Orders No. 7, Headquarters Hawaiian Department, quoting telegraphic authority from the War Department, announced that the Air Station on Fords Island, T.H. would be known as Luke Field. As Frank Luke was born on May 19, 1897, it was decided to hold all organization day festivities on May 19th instead of on April 30th.

Last year prior to Organization Day, the local branch of the American Legion, the Fox-Cornet Post, donated a handsome cup (to be known as the Major Sheldon H. Wheeler Trophy) to the Group, this cup to be contested for annually by the different squadrons on Organization Day. The trophy was won last year by the Sixth Pursuit Squadron.

The meet this year was a struggle until the final event was over, the final standing being: Staff, 25 points; 19th, 22 points; 72nd, 19 points, 6th, 18 points; 23rd, 13 points; 65th, 2 points.

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MORE FLYING TIME FOR MCCOOK FIELD ✓

The Chief of the Field Service Section, Supply Division, Fairfield, Ohio, states that the total flying time of 3,932 hours and 29 minutes credited to McCook Field for the calendar year 1925 should be corrected to read 7,521 hours and 22 minutes, adding that the amount reported in the NEWS LETTER represents casual and cross-country flying time and the difference between the published figure and the 7,521 hours and 22 minutes is the amount of flying time accomplished on experimental type of aircraft.

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COMMENDATION FOR MAXWELL FIELD ✓

Brigadier-General Edgar T. Collins, Commandant of the Infantry School, Fort Benning, Ga., recently addressed a letter to the Chief of Air Service, inviting attention to the splendid cooperation given the academic department during the past school year by the Air Service personnel at Maxwell Field, Alabama.

The Chief of Infantry forwarded this letter, by indorsement, also expressing his appreciation for the splendid cooperation given the Infantry School by the Air Service personnel at Maxwell Field.

Under date of June 14th the following letter was forwarded by the Chief of Air Service to the Commanding Officer of Maxwell Field:

"1. It has been brought to the attention of the Chief of Air Service that during the past year the Air Service personnel stationed at Maxwell Field has given splendid cooperation to the academic department of the Infantry School at Fort Benning, Ga.

2. The Chief of Air Service wishes to express his approval of this attitude on the part of the personnel of your station toward the personnel of the Infantry School.

3. It is requested that you bring this letter to the attention of all officers and enlisted men at Maxwell Field."

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SPECIAL UNIFORMS FOR FLYING CADETS, AIR SERVICE

The War Department has approved a special uniform for flying cadets of the U.S. Army Air Service. The coat in olive drab cotton or wool will have a lapel collar of the type adopted for enlisted men. The Air Service insignia will be embroidered in silk on the left collar and the letters "U.S." on the right collar. A brassard of midnight blue, between 3 and 4 inches wide, with the Air Service insignia embroidered in gold and yellow will be worn on the sleeve. Trousers without cuffs will replace the usual breeches and there is authorized a field cap to be used while on flying duty. The warrant officer's belt without sabre slings will be worn and the olive drab shirt of adopted pattern with plain black four-in-hand tie. The Quartermaster General will prepare the necessary specifications and recommend such changes in existing Army Regulations as may be required by this new uniform.

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THIRD ATTACK GROUP TO MOVE TO GALVESTON, TEXAS

The War Department has authorized the transfer of the 3rd Attack Group of the Army Air Service from its present station at Kelly Field, San Antonio, Texas, to Fort Crockett, near Galveston, Texas. This transfer has been found necessary in order to relieve congestion at Kelly Field where the Air Service Advanced Flying School is located. The change in station will also permit of more effective training of the 3rd Attack Group in air tactics and in cooperation with other branches of the service. The nature of the terrain in the vicinity of Galveston offers excellent opportunity for machine gun and bombing practice. Each plane of the Attack Group is equipped with six machine guns and a number of light bombs. The movement of the planes and many of the officers and enlisted men will be made by air; the remainder of the personnel will be transported by rail to Galveston.

Fort Crockett is now occupied by the skeletonized 3rd Battalion, 13th Coast Artillery (2 officers, 28 men), and small detachments of the Medical, Finance, Ordnance and Quartermaster branches of the Army.

The Third Attack Group is preparing to move to Fort Crockett and twelve men have been sent there by aerial transport to prepare tents to take care of the personnel of the Group.

Major Frank D. Lackland, formerly in command of the San Antonio Air Intermediate Depot, Duncan Field, Texas, reported for duty at Kelly Field on June 25th and assumed command of the 3rd Attack Group. He is much pleased and interested in his new command and promises great things for the Attack Group and the development of attack aviation.

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R.O.T.C. STUDENTS AT KELLY FIELD

The twenty-five R.O.T.C. students who arrived at Kelly Field on June 1st were assigned to the 8th and 90th Attack Squadrons for quarters and supplies, and began their training as Air Service Reserve Officer students June 4th. All are taking a very serious interest in the work assigned to them. They are efficient students in the general subjects which they are being given by the Operations Officer of the R.O.T.C. Camp. The students were divided into two sections for all aerial training and garrison instructions. Two hours per day are given them in aerial observation, sketching and map readings; two hours to ground instruction and class work, fifteen minutes each day to physical exercises, one hour to Radio Code instruction, and the afternoons are mostly devoted to supervised athletics.

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MORE PARACHUTE STORIES

What is considered unique parachute jumping for the Air Service was done at Kelly Field by two of the Attack Group pilots on June 8th; Staff Sgt. C.K. Travis piloting for Corp. E.A. Brown's jump and Corp. Brown for Sgt. Travis' jump. Both jumps were made from a DH airplane. Corporal Brown, the first to jump, made a backward flip from the fuselage of the airplane, pulling the rip cord after falling about 500 feet, and upon his descent returned to the airplane and piloted it for Travis, who climbed up on the tourelle and did a "swimmin' hole" dive. He also dropped several hundred feet before pulling the rip cord. Prior to the jump both pilots wagered that they would return with their rip cords, but Corp. Brown upon his parachute opening was given such a violent jerk that the cord just wouldn't stay in his hand, but Sgt. Travis returned holding his high over his

head. Sgt. Travis claimed the honors. They were given a draw, as Corp. Brown lost his rip cord but retained his goggles while Sgt. Travis, who retained the rip cord, did not return with his goggles. Who won?

The following is a thrilling report of a parachute jump by Staff Sgt. Claude C. Flagg, 41st School Squadron:

"On Monday, June 7, 1926, I took off at about 2:00 P.M. on a Douglas O-2, #93, (dual) with Lieutenant A. C. Kincaid as pilot, for a parachute jump. We circled the field until we reached an altitude of between 2400 and 2500 feet, then flew parallel with the line of hangars out about 800 yards to the south, flying east. When about opposite hangar #7, Lieutenant Kincaid gave me the signal to get ready. Lieutenant Kincaid then cut the gun to about 600 rpm and floated the ship until it was making about 45 miles per hour. As I was not tall enough to stand with one foot in the seat and place the other on the cowling I had to straddle the cock-pit with a foot on either side of the cock-pit. As I was to jump over the left side, I braced myself with my left foot on the right side of the cock-pit cowling, so as to be able to shove myself off. At Lieutenant Kincaid's signal I jumped but as I had on slick soled shoes my right foot slipped, causing me to lose my balance and to fall head first along the fuselage just about 2 feet below the rim of the cock-pit tearing a large hole in the fabric. The blow was hard enough to cause me to see "stars". Just a fraction of a second later I felt a hard jolt on my back and remembered seeing the tail skid go by to my left. I believe I hit either the stabilizer or the stabilizer brace. I did not have hold of the rip cord at that time. I knew something was wrong so I did not pull the rip cord for a few seconds, to see if my back pack was fouled. As soon as I had time to realize that it was not torn open, I pulled the cord. It seemed that it took the "chute" an extra long time to open, but as this was my first jump it may not have delayed. The chute seemed to come out in a bit lump, fully folded, then the pilot chute seemed to leave this lump and the chute opened with my feet straight down. I did not feel a very hard jolt. If the chute had not righted and opened when it did I would have used my chest pack, as I had my hand on its rip cord by this time. I floated down and landed about 400 yards south of hangar #5. I landed easily, facing direction of travel. I landed just as if I were making a broad jump, going down on my haunches and over on my hands without losing my balance. Upon inspection of the back pack Staff Sergeant Thiemann found that the pack had been torn for about 14 inches directly over where the pilot chute was placed. This tear was about five inches wide. No holes were found in the chute. The ship was, to the best of my knowledge, in perfect position for me to jump, as Lieut. Kincaid had it floating level with the gun cut. I am ready to make another jump."

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MEXICANS RABID BASEBALL FANS

Former provisional President Huerta of Mexico spoke more truth than poetry the other day when he stated that another revolution seemed imminent among the Mexicans, but members of the 10th School Group Headquarters baseball team of Kelly Field are of the opinion that the revolution will start this side of the Rio Grande in the little village of Charlotte, Texas, where they went to play a game on Sunday. The game started suspiciously when Jordan, Hdqrs. catcher, sent the first pitched ball over the center field fence for the only home run of the game. From that time on the crowd of some 200 Mexican spectators were in a state of ill-concealed excitement, knives flashing on several occasions and fights occurring frequently. It was with some difficulty that Manager Thompson of Headquarters restrained Pitcher Everett Putname from carrying his trusty bat out to the pitchers box with him. Truly it appeared that the end of Headquarters Baseball team was in sight, but bravely they held to their posts, although Brown was seen to hide a good sized rock under second base. The indoor pilots won 17 to 8.

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SWIMMING CAMP FOR KELLY FIELD MEN

At the suggestion of Lieut. Buie and with his aide, a fishing and swimming camp was started on the Guadalupe River near New Braunfels, Texas. Twenty-six enlisted men from different organizations in the 10th School Group spent the

week end in this camp, fishing and swimming. Three trucks from the 10th School Group Transportation carried the men. Enough fish were caught to give all the men a feed for one meal. The swimming was the fine point of the camp. The water is very swift near the camp, the swimming offering excitement with the fun. The trip was thoroughly enjoyed by everyone. The men who went on this trip want Lieut. Buie to know that they appreciate his efforts to establish this camp permanently. They hope to go out every week-end.

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QUICK WORK BY SECOND PHOTO SECTION ✓

The other day the 2nd Photo Section at Langley Field, Va., received a long distance call from Fort Monroe, Va., requesting that an airplane and photographer be dispatched to a designated area to photograph a certain battery position under camouflage. Shortly thereafter Lieut. T. M. Lowe, with a photographer, proceeded by plane to the place designated, obtained the pictures, returned to Langley Field, developed the film, ferrotyped the photographs and dispatched them (finished products) by motorcycle to Fort Monroe.

This mission was completed in the record time of one hour and 30 minutes.

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LIEUTENANT McDONNELL HAS MANY FORCED LANDINGS

Lieut. John M. McDonnell, Photographic Officer, Office, Chief of Air Service, Washington, recently had a trying flight from the West Coast. He was piloting a DeH Photographic plane, and was accompanied by Lieut. Robert E. Nowland, who piloted a Douglas Observation plane. After leaving Rockwell Field, Lieut. McDonnell was forced down at Holtville, Calif., with a bad motor. This one was replaced by another from Rockwell Field.

And then when McDonnell was flying over the City of El Paso, Texas, the motor in his ship again went dead, and he was forced to land on Mexican territory on what is known as Cordova Island, in a small field undergoing cultivation and criss-crossed with irrigation dykes. In landing the plane was somewhat damaged, but luckily the pilot escaped without injuries. The airplane was moved to Biggs Field the following day, and two days later the flyers again resumed their journey, Lieut. McDonnell being furnished another DeHaviland plane from Biggs Field.

At Uvalde, Texas, Lieut. McDonnell was again forced down by motor trouble, a broken valve putting one of the cylinders out of commission. After the necessary repairs were made the ship was flown to Kelly Field, where a new motor was installed and several days later he resumed his journey to Bolling Field.

The landing in Mexico is of especial significance in view of international legislation pertaining to aircraft. Laws may be made prohibiting aircraft of one country from flying over another or landing in another country, yet when an aviator finds his life in jeopardy he is going to make a landing in the available open space regardless of country or creed.

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AIRSHIPS IN NIGHT FLIGHTS OVER HAMPTON ROADS ✓

On the night of May 27th the Airships TC-9 (Captain Charles P. Clark in command) and TC-5 (1st Lieut. W. A. Gray in command) were taken out for night flying over Fort Monroe and Hampton Roads. After taking off from Langley Field the two airships circled about Fort Monroe and the bay while searchlights played upon them and flares were sent up from the decks of the Battleship "New York" lying in the Roads. The photographers on the airships, Messrs. M. D. Cooke and H. McCracken, both of the Pathe News, took some excellent moving pictures of the scene, which for brilliancy has seldom been equalled and rarely witnessed by residents of the Peninsula. The airships returned to the hangar around 9:30 p.m.

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EIGHTH ATTACK SQUADRON CELEBRATES ORGANIZATION DAY ✓

The 8th Attack Squadron, stationed at Kelly Field, Texas, held their annual organization day celebration on May 31st. The entire organization proceeded to Medina River, and on the banks thereof an old fashioned barbecue and picnic was held. The picnic was attended by quite a number of married enlisted men and their wives, and all of the officers were present with the organization.

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WORLD FLIGHT COMMANDER TO GO TO HAWAII

Captain Lowell H. Smith, in accordance with orders recently issued by the War Department, is to be relieved from his present assignment and duties at the Rockwell Air Intermediate Depot, San Diego, Calif., in time to sail from San Francisco on or about July 23rd for the Hawaiian Department, where he will be assigned to duty with the Air Service.

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NO CROSS COUNTRY FLIGHTS WHILE ON LEAVE ✓

The War Department has issued the following order concerning the use of airplanes by officers, warrant officers and enlisted men:

"Officers, warrant officers and enlisted men of the Air Service are forbidden while on leave of absence or on furlough to pilot Government planes on cross-country flights."

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AIR SERVICE UNIT WINS PISTOL MEET

The annual pistol meet for reserve officers was held on the University of Illinois range at Champaign during the week of May 23rd. The first four days on the range were spent in practice, and on the final day the officers shot for record. Despite a very strong wind which prevailed throughout the record shooting an excellent percentage was made by all the competing teams. The Air Service unit, under the command of Major Alexander, defeated the Cavalry unit, twice winners in the annual tourney, halting their permanent claim on the trophy which is presented to the unit winning the meet three consecutive times. The general average of the Air Service unit was 85.86 percent, and every man on the team scored high enough to qualify as a pistol expert. The average for the six competing units was 82 per cent, a great deal higher than in former years.

Master Sergeant Holtzman of Chanute Field was the official coach for the meet, and the excellent records made during the week can in some part be attributed to his careful instruction and assistance. The four days preceding the record shooting were spent in correcting errors in firing, and coach Holtzman devoted all of his time to rounding the various teams into shape to compete for the trophy. Major Kirby, in command of the Reserve detachment at the University, was official scorer, and he assisted during the week in the training of the contestants.

The high score of the meet was made by Major Alexander of the Air Service unit. His individual score of 93.3 percent was the important factor in the victory for the flyers. Lieut. Willard of the Cavalry unit won second honors with the score of 91.12 percent.

Of the teams competing not one fell below an average of 78 percent, which is in itself a most creditable performance. The competing units, the Field Artillery Cavalry, Engineers, Heavy Artillery, and Air Service have all been training intensively for the tourney. The Cavalrymen were determined to win the third leg of the trophy, but their hopes were blasted by the excellent eye of the Air Service.

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PARACHUTE JUMPING IN THE PHILIPPINES ✓

Private Harry W. Booth, 3rd Pursuit Squadron, Air Service, student in the parachute school at Camp Nichols, Rizal, P.I., set a new record in parachute jumping in the Philippines on April 27th last. Private Booth, after jumping from a Martin Bomber which had attained a height of 2,000 feet, fell 800 feet before jerking the rip cord which released the chute.

Another accomplishment, unique in the history of aviation in the Philippines.

of an assistant instructor, Private Harold C. Stanger, immediately after Private Booth had made his jump. This is the first time in the Philippine Department that two men attempted to parachute from the same plane, one after the other.

The jumps were made in connection with the training of students at Camp Nichols under the supervision of 1st Lieut. D. M. Myers, Parachute Officer, and Master Sergeant Erwin H. Nichols, Chief Instructor. Sergeant Nichols holds the record of having seen 900 students chute safely while under his wings. He has been instructing since 1919.

Of the class under instruction at the present time, three more students have still to make their jump. Six students have already completed the jump - Privates Clark, Simpson, Loeffelholz, Johnston, Laflin and Assistant Instructor Ralph S. Highfull.

The News Letter Correspondent, writing as of May 14th, states that parachute jumping will be continued for another week and that one of the features will be the jump of Master Sergeant Charles "Doc" Winters, 50 years of age. Although slated for retirement next December, Winters asked to be allowed to undertake the rather risky jump before he retires.

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ARMY FLYERS EXPLORE ISLAND OF MINDORO ✓

Captains A. I. Eagle and Robert Kauch, Army Air Service, who left Manila on April 3rd last to cross the unexplored portion of the Island of Mindoro, arrived at the Governor's Office, Calapan, Mindoro, at 5:00 p.m. April 29th, after a most exhausting and trying trip.

The Lumintao, Mogpog, Arunay and Bucayo Rivers were followed up and corrections were made in the maps hitherto known. The rivers have their sources in the gorges with walls hundreds of feet high, which rise directly from the water's edge, even at low water, which is the time the explorers visited them.

"The country," said Captain Eagle, "was the roughest I have ever seen. There are practically no level spots anywhere. West of the center range we found no timber, and the mountains in some spots were too rough even for deer and tamarao."

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NIGHT PARACHUTE JUMPS AT KELLY FIELD ✓

Before a large audience of people from San Antonio and personnel of Kelly Field, three night parachute jumps were made by enlisted men of the 10th School Group Parachute Department recently. Privates C. S. Robbins, 43rd School Squadron, and F. B. Durchenwald, 68th Service Squadron, were the two men to jump the first night. Lieut. J. I. Moore piloted the ship that took Robbins up, while Lieut. Griffith took Durchenwald off the ground. It had been planned that the ships should stay close together in the air, thus allowing the two men to jump simultaneously in order to keep the searchlight on both until they reached terra firma, but Private Durchenwald became slightly anxious to leave his plane and took off a little too soon. The light played back and forth on the two jumpers and then was fixed on Private Durchenwald, as it appeared that he was drifting off the field. Private Robbins landed on the flying field while Durchenwald lit on the side of Hangar #14 and dropped from his harness to the ground.

On the following night Capt. Burdette S. Wright took Private C. C. Fenner, 40th School Squadron, off the ground for the third jump and the searchlight succeeded in keeping track of him all the way to the ground. The first two jumps were made at 8:00 p.m., and the third about 9:00 p.m. All three jumps were made from an altitude of 3,000 feet.

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DOUGLAS TRANSPORT WITH DH PROPELLER FAILS TO CLIMB ✓

The crash recently at Selfridge Field, Michigan, of a Douglas Transport equipped with a DH propeller would seem to indicate that this type of propeller is unsuitable for this ship when it is fully loaded. The ship in question, piloted by Cadet Clinton W. Davies, was scheduled to proceed to Fairfield, Ohio,

for the Air Force Maneuvers, carrying seven enlisted men as passengers. When the ship took off it traveled a distance of approximately a quarter of a mile before it left the ground, rose to a height of between forty and fifty feet and then began settling rapidly. The pilot made a turn to the left in order to get into the only field available, but due to the fact that the ship lost altitude so rapidly he was unable to straighten it out for a perfect landing and the left wing hooked into the ground, breaking the fuselage and tearing off the left wheel.

The original propeller on this ship being broken several days prior to the accident, it was equipped with a DH propeller and given a thorough test flight by an experienced transport pilot, who reported that the plane took off and handled as well in the air with this propeller as it did when equipped with the original propeller furnished with the plane. During this flight test the only load carried was two men.

In commenting on this accident, the Chief Engineer, McCook Field, Dayton, Ohio, stated that one acquainted only with the fundamental principles of propeller engineering might very easily, make the perfectly natural mistake of assuming that if the engine is the same and high speed the same the propeller is interchangeable between airplanes of otherwise different types because of the fact that in the two cases the ratio of speed of advance to propeller tip speed is the same. In the present instance, however, the airplanes require different propellers because of the fact of the difference in size of the fuselage. Due to the large size of the fuselage of the Douglas Transport the relative ratio of propeller disc area to fuselage cross section is too small for the propeller #37593, otherwise known as the efficiency propeller, which has a diameter of 9'8". The propeller designed for the transport airplane has a diameter of 10'6" and, in addition, has wider blades than the narrow propeller, both of which features make it suitable for the Douglas airplane, whereas the other propeller is unsuitable.

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PROGRESS OF THE ADVANCED FLYING SCHOOL

On June 1st the class of the Air Service Advanced Flying School, Kelly Field, Texas, had 60 students undergoing instruction, 24 of them having reached cross-country stage and the remainder of the class being on Martin Bombers, single-seaters, strange fields, formation and 180-360's. The students of this class as of the above date have been given 3,488 hours of instruction, and the students in the class now average close to 45 or 50 hours each.

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DAWN TO DUSK AIRPLANE GOES TO SCRAP PILE

The famous PW-8 "Dawn to Dusk Ship", which was flown by Lieut. Russell L. Maughan, June 23, 1924, across the American continent from New York to San Francisco, Calif., between sunrise and sunset, is no more. This airplane, which on the above eventful day covered 2,540 miles in 21 hours, 48½ minutes, met an untimely and recently while its pilot was making a landing at Selfridge Field, Michigan. The large gas tanks which had been installed in the ship especially for the momentous flight across the continent, had just been removed and replaced by the regular size gasoline tank designed for the ship when, on the very first flight after this change, it met disaster. The soft and muddy condition of Selfridge Field was responsible for the wreck of the plane, for in landing, the wheels sank into the turf as the plane was rolling along and the landing gear was wiped off. The plane nosed up and then fell over on its back, causing a complete washout. Army Air Service officers at Selfridge Field explained that the hard usage to which the ship had been subjected in the past few years was partly the reason for the failure of the landing gear struts and the resultant crash.

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GLOOM AT POPE FIELD, N. C.

There are others besides the radio DX hounds who regret the passing of winter. The News Letter Correspondent from Pope Field, Fort Bragg, N.C., says: "Comparative gloom has been cast along the western boundary of the reservation with the passing of the winter season at Pinehurst and Southern Pines and the general exodus of sport loving visitors who have made the most of

these well-known resorts in months past.

The exceptional golf courses attract the best in the game while the club and hotels constitute the hub around which the winter social functions revolve."

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VIRGINIA FARMERS VISIT LANGLEY FIELD

The Virginia Farmers' Union paid a visit to the Lighter-than-Air section at Langley Field, Va., on June 3rd, and were escorted by the Commanding Officer of the Field, Major Westover, into the airship hangar, where they were met by Captain Charles P. Clark, Commanding Officer of the Lighter-than-Air Section.

Major Westover delivered a talk about airships, and Captain Clark arranged his men for maneuvering the airships, after which Lieut. R. Kieburtz, as pilot, made a short demonstration flight in the airship TC-9. Most of the party had never visited the airship hangars before, and they were very much interested in Major Westover's talk and in looking over the airships and hangar equipment.

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SUMMER TRAINING ACTIVITIES AT LANGLEY FIELD

The summer training camp activities at Langley Field, Va., started June 16th, with the arrival of the 304th and 324th Observation Squadrons of the 79th and 99th Divisions, respectively. A total of 60 Reserve officers and one enlisted reservist were scheduled to attend this first camp for a period of 15 days.

Two days later, June 18th, the Air Service R.O.T.C. Unit from the Massachusetts Institute of Technology arrived at Langley Field, 32 strong, for a period of training lasting until July 29th. Other Reserve and National Guard units then follow in quick succession, and in some cases overlap. The 403rd and 502nd Pursuit Squadrons will receive training from July 2nd to 16th, the 482nd Bombardment Squadron from July 17th to 31st; the 103rd Observation Squadron, Pennsylvania National Guard, from July 24th to August 17th; the 355th Balloon Company from July 31st to August 14th; the 29th Division Air Service, Maryland National Guard, from August 1st to 15th, and the 101st Observation Squadron, Massachusetts National Guard.

During the training period from June 16th to August 28th there will be at Langley Field a total of 211 Reserve and National Guard Officers, 233 enlisted men of the Reserve Corps and National Guard, and 32 R.O.T.C. cadets.

Commanding Officers and staffs for the various camps have been selected, using the officers who have just completed the course at the Air Service Tactical School as well as officers permanently detailed to Langley Field. Schedules of instruction have been carefully prepared and have received the approval of the Corps Area Commander. The system of training to be used is similar to that used last year, which was very successful, and it is expected that excellent results of the training will be obtained again this year.

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SIXTH PHOTO SECTION CELEBRATES ORGANIZATION DAY ✓

April 10th last was set aside and celebrated as Organization Day of the 6th Photo Section, stationed at Camp Nichols, Rizal, P.I. Montalban was decided upon as the rendezvous for the said celebration. The entire section left the camp at 7:00 a.m. and proceeded to make the day a good one. A good time was enjoyed by all, exploring caves, climbing mountains, etc. Fried chicken was served along with cold drinks. Many of the men are already looking forward to next year's celebration.

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INSTRUCTING AIR SERVICE PERSONNEL BY MOVIES ✓

In the belief that the personnel of the San Antonio Air Intermediate Depot, Duncan Field, Texas, would profit by and be interested in Air Service matters as depicted by motion picture films, one-half hour each week has been set aside for the showing of Air Service films, and attendance is mandatory. The first showing was on May 27th, the subject being "Bombing at Fort Sill and the Rio Grande Canon"

together with a technical film showing the operation of the supercharger. The pictures were thoroughly enjoyed, and the indications are that the experiment will be successful as a morale builder and an educational feature. The half hour is made especially enjoyable by the playing of a civilian orchestra which volunteers its services.

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PHILIPPINE AIR SERVICE OFFICERS RETURN FROM LONG FLIGHT ✓

Three seaplanes returned April 22nd from an interesting cross-country flight to the southern islands, approximately 2,200 miles being covered in the twelve days absence of the personnel from Kindley Field, Fort Mills, P.I.

The following officers and non-commissioned officers participated in the flight: Lieuts. Kimble, Cook, Gross and Rush, Staff Sgt. McGhee and Corp. Pointer. A delay of two days was occasioned at Capiz on account of a camshaft failure. New parts were shipped by inter-island boat, and after they were installed all motors functioned nicely for the rest of the trip.

Three days were spent at Iloilo and three at Zamboanga, a side trip being made from the latter point to Jolo. Returning from Zamboanga, a stop was made overnight at Camp Keithley on Lake Lanao. This lake is one of the most beautiful spots in the Islands and, fortunately, is accessible by seaplane, so that it can be easily included in the itinerary. Its high elevation and cool climate provide a pleasant relief from the warm lowlands.

From Lake Lanao the trip home was made in two days, with stops at Cagayan, Tacloban, Masbate and Batangas. The only unusual incident on the return trip occurred when one of the pilots, in attempting to check his course, spotted an island which could not be located on the map. Upon closer approach a beautiful geyser was noticed in full play toward one end of the island. The thrill of the thought of possible discovery of a new land of volcanic origin was lost, however, when the whale slowly submerged.

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PARACHUTE JUMPER TAKES IT PHILOSOPHICALLY ✓

Private 1st Class Hendricks recently made a fine parachute jump at Langley Field, Va. He dove from a Martin Bomber at about 2,000 feet altitude and dropped some 800 feet, when the chute opened beautifully and conveyed its human charge safely to the ground. The News Letter Correspondent states that when asked as to his thoughts after the jump and while relying on the "bit of silk" to function according to expectation, Private Hendricks remarked: "Had it not opened I had nothing to worry about". Most of us agree with him.

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A BOUQUET FOR MAJOR DAVIDSON

Commenting on the publication of War Department orders relieving Major Howard C. Davidson, Air Service, as Assistant Military Attache at London, the aeronautical publication THE AEROPLANE (London) states:

"Everybody who has come in contact with him will regret deeply the departure of Major Davidson. There has never been any official person from the other side of the Atlantic who has been better liked and respected than he. His frankness of manner has won him friends wherever he has been, and his interest in everything aeronautical is so evidently personal as well as official that everybody has always been glad to meet him and discuss the affairs of our aviation with him. For, although his duty was to acquire information, his wide general knowledge of the subject and his sane outlook on it has always resulted in his giving really valuable advice in return for any information which he has acquired.

The position of any Service Attache at any Embassy or Legation is always delicate. To put it baldly, he must be of necessity the chief spy for his Service in the country to which he is appointed. He is there to find out all he can about what that country is doing in the development of his particular Service. Major Davidson has done his work with consummate tact and has never ruffled the susceptibilities of even the most sensitive officials.

One of the most delightful stories about him illustrates his nice sense of humour. It concerns an official visit which he paid a certain R.A.F. test station. The Officer Commanding the station at the time had had instructions that Major Davidson was to be shown everything except certain machines which

were very much on the Secret List and were all housed in one shed. As they approached this shed the officer who was conducting the tour of the station said that it was not worth while going in there as there was only some old junk of no particular interest. The story goes that Major Davidson, in his quiet way, remarked, 'Say, I wonder whether any of your old junk looks like this!' and produced from his pocket excellent photographs of all the hush-hush machines.

We shall miss his amiable presence at those official and semi-official functions where people are gathered together in the name of aviation. And everyone will wish him and his charming wife all good fortune in their return to their native country."

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INBOUND AND OUTBOUND SHIPMENTS AT SAN ANTONIO AIR DEPOT

The Supply Department of the San Antonio Air Intermediate Depot, Duncan Field, Texas, has the following tonnage report for the 30 day period ending May 22nd (this does not include shipments of airplanes delivered or received by air):

Outbound shipments:

	<u>Number of</u> <u>Shipments</u>	<u>Pounds</u>
Freight - - - - -	43	322,742
Express - - - - -	7	1,265
Parcel Post - - - - -	26	250
Local Delivery - - - - -	230	253,015
	Total - - -	<u>577,272 pounds</u>

Inbound shipments:

Freight - - - - -	55	158,118
Express - - - - -	3	229
Parcel Post - - - - -	20	237
Local Receipts - - - - -	72	127,485
	Total	<u>286,535 pounds</u>
	Grand Total	863,807 lbs.

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NOTES FROM AIR SERVICE FIELDS

Kelly Field, San Antonio, Texas, June 11.

Making their first parachute descents from an airplane, Sgt. C. C. Flagg and Pvt. Bob King jumped recently from an O-2 Observation ship flown over Kelly Field by 1st Lieut. A. C. Kincaid.

Lieut.-Col. C. C. Culver, Commandant of Kelly Field, and 1st Lieut. A. B. Ballard landed at Kelly Field at 8:30 o'clock after completing a round trip flight to Fort Sill during the day. Col. Culver went to the Oklahoma fort for a conference with the Commandant of the Field Artillery School.

Private Elmer R. Hilliard of the 42nd School Squadron died at the Fort Sam Houston Base Hospital at 9:40 Tuesday night, June 8th, a few hours after the plane in which he was riding hit a wire fence near Gonzales, Texas. Cadet Edward H. McMillon, pilot of the wrecked ship, suffered serious internal injuries. They were sent to the Base Hospital in the ambulance airplane, carrying Captain Lewis, Flight Surgeon, soon after the news of the accident was received. Funeral services for Pvt. Hilliard were held at 6:00 p.m. Wednesday. Corporal T. R. Busby, 42nd School Squadron, accompanied the remains to Dublin, Texas. It was first believed that the injuries received by Cadet McMillon would be fatal, but the last reports from the Base Hospital say he will recover.

A bucking broncho, a horsehair lariat and whooping cowboys are only music to the Texas "longhorns", but when an airplane looms so close that its hot breath scorches their back then its different. The other morning a veritable stampede greeted Capt. B. S. Wright when he essayed to "herd" a dozen or more truant cattle from the flying field at Kelly. As no broncho was available, Capt. Wright took off in a DH and within a few minutes the herd was racing down the Frio City Road.

Captain R. C. Candee returned after a 45-day leave of absence spent in California. The Captain reports that he enjoyed his vacation very much.

The 40th School Squadron celebrated the end of a successful ball season with a dinner. The feature of the evening was a talk on the team by Capt. Emlin, squadron commander. Lieut. Johnson presented the cup to the squadron and a miniature baseball to each of the twelve lucky men. He made a short talk on athletics in the Army after presenting the trophies. Lieut. Richter, former engineering officer, who will depart soon for McCook Field, bid the squadron farewell. Lieut. Richter described a bomber he is going to construct. It will be a great improvement over the present ones. If he is successful, the ship will roll out on the line without aid of mechanics, start its own motors, take off, and do its own bombing. All that the pilot will be required to do is to sit in the cockpit (Regulations call for a pilot in the cockpit). When it comes in it will sprout little brushes and wipe its own wings (applause from the wing wipers), service itself, and roll in the hangar. After presenting Pvt. Chalk with a gold watch the squadron learned that he had ability as an after dinner speaker as well as a baseball pitcher.

Kelly Field, San Antonio, Texas, June 26th.

Major General Robert H. Allen, Chief of Infantry, visited Kelly Field on June 12th and inspected the 10th School Group. He was accompanied on his inspection tour by Brigadier-General Frank R. McCoy, commander of the Third Brigade, and Colonel John F. Preston, Chief of Staff of the 8th Corps Area.

The various organizations of the 10th School Group organized several rest camps along the Medina River and elsewhere and the week-ends are now spent in fishing and swimming. Trucks leave at noon on Saturdays and return Sunday night.

On June 20th two planes from the 3rd Attack Group, piloted by Lieuts. Greene and Booth; and on June 21st one plane, piloted by Lieut. Partridge, left this station for Hardin, Montana, to participate in the commemoration of the Battle of the Little Big Horn, where General Custer, in command of the 7th Cavalry, was overwhelmed and defeated, he and his entire force being slain by the victorious Indians led by Sitting Bull of the Sioux.

Duplicating their feat of 1925, the 40th School Squadron's snappy baseball team carried their colors to the top of the Kelly Field League, winning 15 games out of a total of 17 played. Chalk, the mainstay of the "Bombers" team, recently bought out of the Army and is at present pitching for Edinburg, Texas, in the Valley League.

Lieuts. Canfield, Stearley and Bump cross-countried to Laredo, Texas, June 12th, carrying as passengers R.O.T.C. students K.H. Scott and A. J. Ross and Corp. Lynch of the 8th Squadron. The return flight was made on June 13th.

Lieut. Steeley and Anderson made a cross-country flight to Dallas, Texas, June 10th, carrying R.O.T.C. students C. B. Courville and C. R. Storrie, returning the following day.

Cadet Guillet with Pvt. Collops as passenger made a cross-country flight to Alexandria, La., in a DH airplane from the 8th Squadron.

The basic course in night flying was completed June 10th. Specialized training will follow next.

Capt. F. H. Pritchard arrived here in a P-1 airplane June 9th from Selfridge Field.

Brooks Field, San Antonio, Texas, June 7.

A great deal of excitement was caused around the post by a mad dog running around loose. He managed to nip several other dogs before he was finally coralled and shot. Now all the dogs are confined more or less till all danger of an epidemic ceases.

Friday night was the occasion of a dance at the Big Hangar to which all the Air Service officers and families were invited. Various dinners and parties were given preceding the dance, and the dance itself was very much a success. The dance committee simply but effectively decorated the huge floor. Music was furnished by the 23rd Infantry orchestra.

Flying time for the week ending June 4th was as follows: Aircraft hours, 462:55; Man hours, 708:50; cross-country hours, 66:30; cross-country man hours, 121:10.

Brooks Field, San Antonio, Texas, June 14.

Orders came in a couple of days ago sending 1st Lieut. John D. Corkille and 2nd Lieut. Paul W. Wolf to San Francisco, to sail about August 20th for the Philippines. 1st Lieut. Pardoe Martin was assigned to Panama for duty on the same order.

Officers are leaving so fast now that we hardly have time to say goodbye. With all the extra work thrown on those remaining, the summer promises to be long and hot.

Last Friday night Brooks Field threw a very successful picnic at Landa Park in New Braunfels. The water was great, so was the food and drink, and the dance afterward was all one could wish. Unfortunately, not many from the other fields around here could attend, but that just left Capt. "Barney" Oldfield more room.

Flying time for the week ended June 11th: Aircraft hours, 675:55; Man hours, 1013:45; cross-country hours, 36:30; cross-country man hours, 69:15.

Pope Field, Fort Bragg, N. C., June 1.

The proposed visit to Pope Field by Secretary of War Dwight F. Davis was abandoned, at least temporarily, while the plans for the building program in which his interest is centered are nearing completion. The burning question of how much of the \$560,000 allotted to Fort Bragg will make a three point landing on Pope Field is now getting its full share of contemplation among Air Service personnel at this station.

Local wild turkey hunters still have hope of enjoying their favorite sport this season in spite of the ravaging fires which have visited the reservation recently, destroying the vegetation and underbrush so necessary during the nesting period. The area already covered by fire would be fatal to most any other post except Fort Bragg with its great expanse of forest.

Maxwell Field, Montgomery, Ala., June 28.

A formation of ten Boeing NB planes, flown by student officers of the Naval Training Station at Pensacola, Fla., landed here June 23d, the visitors remaining overnight and returning the next day. On the 25th ten more "hopped over" and returned on the 26th.

Lieut. Wendell B. McCoy returned from San Antonio, Texas, on the 15th, ferrying a TW-5. Lieut. G. A. Whatley arrived on the 19th with a new VE-9, also from the S.A.A.I.D. The TW-5 will be for the use of the squadron, while the Vought will be used by Lt.-Col. Chas. H. Danforth, Corps Area Air Officer.

Lieut. W. D. Old with Staff Sgt. Cecil Lucas are now at Tallulah, La., photographing the experimental area of the Department of Agriculture at that place.

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Flying time for this station from June 1st to date is as follows: Total aircraft hours, 308:20; Man hours, regular personnel, 420:05; reserve officers, 95:15.

Lieut. Skow, a former member of the 22nd Squadron, was a recent visitor at this station, while enroute from the Canal Zone (France Field) to Fort Riley, Kansas, where he is now stationed.

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Little Rock Airport, Little Rock, Ark., June 14.

Little Rock is out to make a flying name for itself, and the Chamber of Commerce and the citizenship as a whole are deeply interested in aviation.

The 154th Observation Squadron, Arkansas National Guard, are busily planning for their encampment August 15th to 30th, and a visit by pilots from other stations will be heartily welcomed at that time.

Lieut. Russell M. Greenslade departed June 10th for duty at Wright Field, Ohio, being relieved at Little Rock A.I.D. by 1st Lieut. Stanton T. Smith.

Flying activities are greater with the summer evenings, both by the 154th Observation Squadron, Arkansas National Guard, and the reserve ships, as the flying field is in excellent condition.

The new airport field is large enough for big ships to use safely, and as plans are made for immediate servicing, it is hoped that many pilots, both military and civilian, will drop in for a visit.

Post Field, Fort Sill, Okla., June 11th.

This station has been carried as one of the NEWS LETTER'S silent stations for some time, but is now open for business. Recent athletic tournaments have afforded opportunity for members of the organization to distinguish themselves. In three tournaments recently completed at Fort Sill, the Air Service, represented by a total strength of 7 officers, has competed with a total commissioned personnel of over 300 and has produced two champions and one runner-up.

Our Commanding Officer, Capt. Richard H. Ballard, succeeded in reaching the finals in the local tennis tournament. In the final match he was defeated after a long close match and had to be satisfied with second honors in the net sport.

Lieut. C. J. Kenney from the south (South Boston) found enough leisure from his arduous duties as Engineer Officer to outdistance all local golf competitors.

He recently won the Fort Sill championship by defeating Lieut. McClure of the Field Artillery School in the finals of the post tournament by the decisive score of five up. Not content with this record, he went out and set a new course record, negotiating the 18 holes in 77. This mark will no doubt stand for some time, since some of the best players in this part of the country who have played the local links were unable thus far to eclipse the mark of the Air Service representative.

The second champion in our midst is Lieut. D. G. Stitt, of the 23rd Photo Section. Although no gardening tournament was held, Stitt was conceded first honors in the art of producing Oklahoma flora. He has recently joined the ranks of the professionals, however, having been appointed Post Gardener, and will be ineligible to compete next season. Lieut. Stitt's efforts have been greatly appreciated by the feminine members of the post, since flowers have always been generously donated to dinner parties and other social functions.

Lieuts. Partridge, Green and Turner of the 3rd Attack Group, came up from Kelly Field and gave a bombing and machine gun demonstration on May 26th for the students of the Field Artillery School. The showing made was quite impressive, although the work was handicapped by unfavorable operating conditions.

All pilots were employed during the spring in conducting aerial fire adjustment for the students of the Field Artillery School. Nearly 200 hours were rolled up in piloting each student for several problems. The satisfying results obtained in this work reflect considerable credit on Lieut. T. L. Gilbert, Radio Officer, who was in direct charge of the problems.

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This station recently lost several venerable veterans from the hangars. The old wooden DH's were replaced by M-1's and four new Jennies were received. With the three Douglas ships on hand and the possibility of obtaining two more, the local flying equipment is taking on a more modern appearance.

Capt. Frank H. Pritchard came through from Selfridge Field June 9th and aroused much interest with his P-1. He departed for Kelly the next day.

Lieut. C. W. Cousland, former West Point baseball star, turned out the candidates for the Squadron nine. From all appearances he will have an aggregation which will finish high in the post league, despite the handicap of competing with clubs chosen from much larger organizations. The local league consists of battalion teams with the exception of the Air Service, which has only 100 men available.

Master Sgt. Harry J. Rickliff was transferred from the 42nd School Squadron at Kelly Field and assumed his duties as line chief of the 44th Squadron.

Staff Sgt. Vernon Mick returned to duty from the station hospital at Fort Sam Houston, where he was confined for the last five months recovering from burns received in a fire at the Post Field Airdrome.

Scott Field, Belleville, Ill., June 7th.

Major Archie W. Barry, from the Airport at Little Rock, Ark., took off for solo in a 35,000 cu.ft. free balloon at 3:00 p.m. June 3rd, and after flying about a low cloud ceiling for 12 hours, 38 minutes, landed some 40 miles southwest of Scott Field at 3:38 a.m. June 4th. With the wind holding a favorable direction he had hoped to land near Little Rock, but the wind died down.

During the past week the roster of officers underwent several changes. Lieut. Harvey H. Holland, famous in Lighter-than-Air circles and author of some very valuable works in Lighter-than-Air subjects, left for Lakehurst, N.J. to complete the course in rigid airships with the Navy; Lieut. A. I. Puryear went to Langley Field, Va.; and Lieut. Albert J. Clayton to Chanute Field. In return we have gained Captains W. C. Butler and W. E. Kepner from Kelly Field and Lakehurst, N.J. respectively.

The official airways stork presented Lieut. and Mrs. Leslie A. Skinner with a daughter at St. Vincents Hospital at Belleville. The young lady will be named Lesley Breckenridge.

Lieut. Howard Z. Davidson and Miss Martha Hoppe were quietly married in St. Louis on June 1st.

Capt. Hawthorne C. Gray, pilot, and Lieut. Douglas Johnston, aid, both of Scott Field, Ill., made a most enviable record when they finished second in the Balloon Races both at Little Rock, Ark. and at Antwerp, Belgium. They report having a most splendid time of it, plenty of hospitality and all that sort of thing.

At midnight May 28th three TC-type cruising ships, under the command of Lieut.-Col. John A. Paegelow, flew to Little Rock, Ark. for the Balloon Races. During the entire time the ships flew in formation and were in sight of each other. A large number of the students of the A.S. Balloon and Airship School participated as student pilots and navigators. They reported a lot of work and knowledge gained by all on their first cross-country.

The 1925-1926 class breathed a sigh of relief as the ground school came to a close. They even gave a dinner to celebrate the occasion and were nice enough to ask the instructors. No unkind things were said. Everyone was gentlemanly and polite and it was a good party.

At present this station has seven airships in active operation, one semi-rigid (the ES-1) and six non-rigids (three of the TC type and three of the TA type). Several of the students were authorized to solo and it is believed that by the end of the week practically the entire class will have reached this stage in their training.

Flying time for the week ending June 6th was as follows: Man hours - 225:15; "A" ships 13 hours; "C" ships 37:25; heavier-than-air craft 2:35.

Scott Field, Belleville, Ill., June 11th.

The Ground School course for the class of 1925-26 having been completed, all efforts are now being concentrated on flying and the time is ripe for the distribution of wings or clothes pins. Up to the present time Lieuts. E.H. White and W. O. Eareckson have been passed out on the "A" type ships, and the following students, having been soloed on these ships, await their pass outs: Major James A. Mars, Lieuts. John Y. York, R. P. Williams, Edmund C. Lynch, Uzal G. Ent and Cadet Eugene B. Schildhauer.

Lt.-Col. and Mrs. John A. Paegelow gave a very attractive tea and reception on Thursday afternoon for the newly married couples of the post and those younger married people having lately joined our group. The guests of honor were: Lieut. and Mrs. John G. Salsman, Lieut. and Mrs. Lester M. Rouch, and Miss Nora Alexander and Lieut. Ingalls, whose engagement was recently announced. Mrs. E.M. Folgensonger and Miss Lenore Schofield presided at the tea table. The Commanding Officer's quarters were beautifully decorated with flowers of the season, of which the dominating note was imparted by pink tea roses in lavish profusion.

During the week we were visited by the following pilots who were making cross-country flights: Captain Pritchard, Lieuts. Still, Can and Cronau.

On June 8th an examination for flying cadet applicants was held. Out of the original 24 who made application for the examination, only eleven appeared. Seven passed the physical examination and five the mental examination.

Friday proved a most auspicious day as listed by the hunch artists. Col. Charles E. Stodter, from the Inspector General's Department, descended upon us. As usual, Scott Field made a most excellent showing.

Flying time for week ending June 12th was as follows: Aircraft hours, heavier-than-air, 4 hours, 30 minutes; Lighter-than-Air, "A" type 52 hours, 15 min.; "C" type, 32 hours, 10 min.; free balloon, 4 hours, 50 min. Total 99 hours, 15 min. Man hours: Heavier-than-air, 7 hours, 15 min.; lighter-than-air, 354 hours, 30 min.

Langley Field, Hampton, Va., June 7th.

11th Bombardment Squadron: The Squadron flew 11 hours, 50 min. consisting of 18 flights last week.

Lieut. Parker made a non-stop flight to Durham, N.C. and return on the 3rd. This flight was a raid mission and was a complete success.

20th Bombardment Squadron: Staff Sgt. Weidekamp, who for some time was our acting 1st Sgt. was sent to Detroit to undergo a course of instruction in Packard motors. The shoes of our "late departed" Top Kick were ably filled by the somewhat large but capable feet of Tech. Sgt. A. B. Jewell, who took over his official duties with a bang and now has the boys stepping "high, wide and handsome", in accordance with Army Regulations. However, he seems to be getting somewhere and has our willing support.

Staff Sgt. A. C. Barker has been our Line Chief since Sgt. Jewell became clerically inclined and things are running smoothly at this end. Altogether the changes seem to have been for the best.

96th Bombardment Squadron: Our Squadron Commander, Capt. Rust, went on leave to attend the Shriners' Convention in Philadelphia, Pa. During his absence Lieut. Colliver assumed command.

With the completion of the bombing and machine gun matches we are back on the training schedule for the 2nd Bombardment Group. Aerial gunnery, bombing, raids on various towns and routine test flights are the order of the day.

19th Airship Company: This morning, at about 10:30, a convoy of 15 trucks, under the command of 1st Lieut. Crissy, arrived here from Aberdeen, Md., with the rest of the enlisted personnel and equipment of the 18th Airship Company. Old friendships were renewed among the men of the 19th and the men who arrived from Aberdeen. Everything was done to make the men comfortable after their journey of over 300 miles in heavy Army trucks. The trucks and equipment were placed in the Airship Hangar, and it looks more like a big garage with the trucks placed temporarily along the walls.

Langley Field, Hampton, Va., June 1st:

11th Bombardment Squadron: The squadron made 21 flights last week for a total of 11 hours and 45 minutes.

The Squadron ball team won its fifth consecutive victory, trouncing the 58th by a score of 20 to 10, and seems to have the pennant within its grasp.

20th Bombardment Squadron: Lieut. A. Lindeburg left today flying a Martin Bomber which he is taking to Philadelphia, Pa. Accompanying him were Staff Sgts. L. E. Avaritt, J. R. Bluhm and Corp. George Bolles. Privates H. Gibbs and J. McAllister were passengers aboard the Douglas Transport which left this station today bound for Middletown, where they will receive a machine shop truck and an ambulance which they will drive to Philadelphia. Two more of the outfit's "best" left a few days ago bound for the same place. All of the above personnel will participate in the Air Service activities which will take place during the sesquicentennial at "Quakertown" this summer.

Captain Cecil G. Sellers was appointed Squadron Operations and Engineer Officer during the absence of Lieut. A. Y. Smith, who has also gone to Philadelphia. The Captain took charge of his new activities today and has things running smoothly.

96th Bombardment Squadron: Our former Squadron Commander, Captain Black, was a visitor at the field last week. Captain Black is now on duty at Baltimore, Md., with the Maryland National Guard.

Activities for the past week consisted of work at the hangar on one NBS-1 airplane for the trip to Philadelphia. The ship will remain there for about six months.

59th Service Squadron: Staff Sgt. Adolph Cattarius joined the organization as replacement for Staff Sgt. Lewis Bish. Sgt. Cattarius delivered four years of labor in the Canal Zone and says he would like to have four more.

Twenty-nine members of this organization joined from D.S. at Aberdeen, Proving Grounds, Md. Since December 10, 1923, this organization has had a detachment of men at Phillips Field, Md., working in conjunction with the 49th Bombardment Squadron, Air Service. Of the original 40 men leaving in 1923, only three returned, Privates Andrews and Crouse and Corp. Peterson.

2nd Photo Section: Lieut. T. M. Lowe recently made a trip to Fort Bragg, N. C., to confer with the Field Artillery Board regarding the use of aerial photography in conjunction with Field Artillery Firing. Tests are to be conducted next September using the new Air Service four lens T-2 camera. The work is to be carried out by the Air Service, the Corps of Engineers, and the Field Artillery.

19th Airship Company: Lieut. A. I. Puryear was assigned to this organization again. He was transferred about two months ago from the 19th to Scott Field and on the last bombing contest held here in May Lieut. Puryear, representing the Scott Field bombing team, won first place in bombing. Thanks to him Scott Field took the honors of bombing in Lighter-than-Air. Now we are going to keep this bull's eye target hitting Bomber with us as long as possible with the hope of taking from Scott Field any bombing matches that are held in the future.

Lieut. W. L. Harris was detailed on temporary duty at Phillips Field, Aberdeen, Md., to take command of a convoy of men proceeding from that field to Philadelphia, Pa., for temporary duty in connection with the Sesquicentennial Exposition. It is expected that Lieut. Harris will remain on this duty until the late fall.

On May 26th a birthday party was given 1st Lieut. W. A. Gray by the Officers of the 19th and a very enjoyable evening was had by the officers of the post and their families. The Officers' Club was elaborately decorated for the occasion.

Today a farewell dinner was given to 1st Sgt. Louis Glodny, who retired from the Army a short time ago. Sgt. Glodny has been a member of the 19th for a long time and was well liked by the men. In behalf of the Company, Captain Charles P. Clark, Commanding Officer, made a short speech, presenting to Sgt. Glodny, a beautiful silver tea set and a small remembrance for his service in the Philippine Islands, which, when opened, was found to be a Filipino Doll. Sgt. Glodny replied with a few words of thanks and a farewell to the men.

The TC-9 and TC-5 in eleven flying days during the month of May rolled up a total of approximately 59 hours 20 minutes, and a total man-hours of 318 hours, 55 minutes.

Langley Field, Hampton, Va., June 14th.

2nd Photo Section: A delegation of 15 Reserve officers, from Fort Monroe, Va., visited this section last week. They were shown various photographs, both ground and aerial, and after giving them a little idea of the various cameras used in aerial photography they were led into the dark room where the negative making was in progress. A number of prints were then made and dried. After the finished product was done they were surprised to see how well and quickly the pictures were made in such a short space of time and were also very much interested in seeing how mosaic are put together. All of the Reserve Officers expressed their appreciation of the courtesy and willingness of the 2nd Photo Section personnel.

11th Bombardment Squadron: The squadron flew 17 hours 20 minutes last week. Lieuts. Walker and Hawkins of this Squadron each flew a Martin Bomber to Camp Dix, N.J., on June 8, returning on the 9th, ferrying the Student officers of the Air Service Tactical School to that station. This trip afforded these pilots an opportunity to visit the Sesquicentennial in Philadelphia.

The 11th Squadron annexed the baseball post championship having won six straight games. The Squadron's star pitcher, one of the star pitchers of the field, Corporal Brownlee, was discharged per expiration of term of service, June 12th, having decided to follow civil life. Our best wishes follow him in this new line of endeavor.

20th Bombardment Squadron: Staff Sergeant Edward McAleer returned from Chanute Field June 7th after an absence of six months. The Sergeant took up a Crew Chief's course while at Chanute Field and successfully passed all examinations. We are very glad to have him back in the outfit.

96th Bombardment Squadron: Flying for the past week has been of the schedule for the 2nd Bombardment Group, consisting of raids and gunnery. Capt. Rust and Lieut. Colliver have been practicing aerial gunnery while Lieut. Allison has been raiding various towns.

19th Airship Company: The Airships TC-9 in command of Capt. Chas. P. Clark, and TC-5 in command of 1st Lieut. W. A. Gray, flew to Richmond, Va., on June 9th, to participate in the exercises incident to laying the cornerstone of the new Mosque for the Acca Temple. The airships left Langley Field at 9:50 a.m., arriving over Richmond at 12 o'clock. After flying around the city and idling over Laurel and Main Streets until 12:30 p.m. both ships left for the return flight, arriving at the hangar at 2:00 p.m.

Warrant Officer Robert Lassiter reported here for duty June 11, and has been detailed as Communications, Transportation, and Assistant Operations Officer. Mr. Lassiter is a qualified airship pilot from Scott Field, Ill.

Langley Field, Hampton, Va., June 21st.

50th Observation Squadron: The 50th Squadron has just finished a test of the 50 caliber machine gun from an C-2 airplane. Approximately 400 rounds of ammunition were fired.

11th Bombardment Squadron: The Squadron Baseball League ended with the Eleventh very much on top, - seven victories and no defeats, the team compiling a total of 72 runs to the opponents 23. All of the victories were credited to Chink Brownlee, our pitching ace, who on June 12th was honorably discharged per ETS. He immediately took off for Martinsburg, Va., Piedmont League, where he made his debut on the 15th against the strong Hanover Team, in the last game of a twin bill. He held them to two runs and four hits in six innings, the game being called on account of darkness, but the best he could do was to get a draw due to poor support.

The Squadron flew a total of 29 hours, and 50 minutes during the last week, consisting of twenty-two flights. X-Countries were made to Moncure, N. C., and Camp Dix, N.J.

20th Bombardment Squadron: Squadron personnel were very busily engaged during the past week in ferrying A.S.T.S. Student Officers to Camp Dix and return. Captain W. H. Hale, our Commanding Officer and the pilot of one of the ships engaged in this work, had more than his share of thrills and hard luck with two forced landings. The first occurred on the flight from this station to Dix and was caused by a radiator drain cock valve vibrating loose and letting the water out of the engine. This was easily remedied and the Captain proceeded to Dix with his passengers. On the return trip, our "Lady Luck" seemed to have entirely deserted the Captain when the left motor of his ship stripped a gear and knocked a hole through the housing covering it. Luckily, however, the ship was in gliding distance of a large field of popcorn and a safe landing was made. A new motor was procured at Aberdeen, Md., and the ship proceeded to this station after a delay of two days.

Staff Sergeant "Ollie" Barker will henceforth be known as the Jonah Crew Chief for Captain Hale. The Sergeant has been a crew chief for over six years and in that time he has had five forced landings. Four of these five landings were made with Captain Hale as pilot. Sergeant Barker reports a very agreeable time chatting with the farmers on this forced landing, and although he has said nothing about it, we feel sure that he gave them some good advice about raising potatoes and hogs, etc., as he is a very enthusiastic son of the soil when he is not flying.

96th Bombardment Squadron: Captain Rust, our Squadron Commander, left June 16th, on Airways, leaving Lieut. Allison in command.

Lieut. Colliver is at Mitchell Field, N.Y. for summer training of the West Point cadets, leaving us only two ships, although we have 42 hours and 35 minutes flying so far this month. Not so bad for only two ships and two pilots.

19th Airship Company: On June 15th, about 7:50 a.m., our two sister ships, the TC-5 and the TC-9, made a special formation flight, both ships making a graceful take-off at exactly the same time under the command of Captain C. P. Clark, Commanding Officer of the Lighter-than-Air Section at Langley Field. Mr. Cooke, a Pathe News Photographer, made a few very interesting moving pictures of the ships at the time of the take-off and during the time when the ships circled the field in a wonderful formation. After this formation flight both ships were scheduled to start on a flight to Washington, D.C., but due to sudden change of weather with very strong winds the flight was postponed.

During the past week the TC-5 and the TC-9 were seen rising up into the air every day, with the exception of last Wednesday, when it was raining. Today, June 18th, airship TC-5, piloted by Lieut. W. A. Gray, made a cross-country flight to Washington, D.C., taking off from Langley Field at 8:15 a.m. and landing at Bolling Field, D.C., at 10:50 a.m. After a forty-five minute test flight over Washington with Major R. B. Lincoln and Lieut. Montgomery (office, Chief of Air Service) as pilots, the TC-5 took off for the return trip, arriving at Langley Field a few minutes after 5:00 p.m.

During the week of June 18th, the Company topped the list of eight flying days for the month, with a total as follows: Aircraft time 44 hours, 45 minutes, and man hours, 219 hours and 35 minutes.

Second Lieut. B. J. Starky reported here for duty June 17th and was assigned as Officer in Charge of Gas Plant. Lieut. Starky was transferred from the 18th Airship Company, which was disbanded at Aberdeen Proving Ground, Maryland, last month.

Biggs Field, Fort Bliss, Texas, May 29th.

Lieut. Ray H. Clark, A.S., flying a DeHaviland plane and carrying Staff Sergeant Henry Williamson, 12th Obs. Squadron as Observer, left early on May 23d for Fort Logan, Denver, Colorado, to participate in maneuvers in conjunction with ground troops scheduled from May 25th to 29th inclusive. This ship was equipped for night flying and carried parachute flares to be used for landing at night without assistance from the ground.

Staff Sergeant Fred I. Pierce, piloting a DeHaviland, with Captain Ralph Pollock, QMC, as passenger, left for San Diego, Calif., for the purpose of selecting the most suitable airways route El Paso to San Diego; selecting emergency landing fields and ascertaining facilities for servicing of airplanes at various points on the route. This mission was successfully concluded and return made to this field May 27th.

On May 24th Lieut. Lloyd E. Hunting, with Private Caulfield as passenger, flew a DeHaviland to Tucson, Ariz., via Nogales, where a stop was made to investigate landing facilities at that place. Private Caulfield was detailed for duty at the airdrome at Tucson relieving Private Henry Lang, 12th Obs. Squadron. Lieut. Hunting returned to this field the same day.

Major John N. Reynolds, A.S., Commanding Officer of this station, left on May 27th in a D.H. for Lordsburg, N.M., to inspect the new airdrome at that place. Lordsburg has been selected as a border re-fueling station in place of Douglas, Ariz., the latter place being unsuitable in the matter of landing field facilities, also being out of the usual air route in traveling east or west.

On May 31st Lieuts. Leonard D. Weddington and Lloyd E. Hunting, A.S., left for Nogales, Ariz., in two Douglas planes, equipped with radio sending and receiving sets, to participate in maneuvers in conjunction with ground troops from Camp Stephen D. Little, scheduled for May 31st to June 5th at that place.

A reception and dance was given by the officers of the First Cavalry Division, Fort Bliss, on May 28th, in honor of the officers of the 12th Observation Squadron. A joyous time was "had" by all.

Biggs Field, Fort Bliss, Texas, June 12th.

On June 7th Lieut. Charles Douglas, A.S., with mechanic, piloting a Douglas observation plane, flew to Fort Huachuca, Ariz., to participate in maneuvers with ground troops at that station, returning June 12th.

Lieut. Leonard D. Weddington and Staff Sergeant Fred I. Pierce, 12th Observation Squadron, piloting two Douglas planes, with Captain Walter Bender, and Technical Sergeant Walter B. Berg, 12th Observation Squadron, as observers, left June 8th for Fort Logan, Colorado, for the purpose of participating in maneuvers with ground troops at that station during the inspection of the Corps Area Commander.

Lieut. Lloyd E. Hunting, at present Acting Adjutant, 2nd Division Air Service, was ordered to McCook Field, Dayton, Ohio, to take a course of training at the Engineering School.

Headquarters, 4th Composite Group, Philippine Islands, May 14th.

During the absence on detached service at Camp John Hay of Major Clinton W. Howard, Captain Dudley B. Howard is acting as Commanding Officer of the 4th Composite Group and of Camp Nichols. Rumor has it that the Major only lost fourteen golf balls on the Camp John Hay course in one day. This is a rather high score, Major, but we are proud of the fact that the Air Service is setting the pace.

The following changes were made in the personnel of this organization during the month. Tech. Sgt. John Masters was transferred to the 28th Bombardment Squadron and Tech. Sgt. Millard E. Ketchem transferred into the organization from the 28th Bombardment Squadron. Staff Sgt. Russell H. Fricke, Acting Top Kick since July 1925, was transferred to the 2nd Observation Squadron. Staff Sgt. William H. Blackden, was transferred into the organization from the 2nd Squadron. Sgt. Ketchem will take up the duties as Post and Group Sergeant Major and first Sergeant of the Organization. Our former Sergeant Major, Floyd F. Cottrell, is spending thirty days at Baguio, Camp John Hays, on detached service before his departure for the United States on the July transport.

66th Service Squadron: The shops of the 66th Service Squadron are still "pinch hitting" the building program of MB3A's and DH4B's, but in spite of the demands for engines, this section is always a lap ahead in production. Two MB3A's were given complete overhaul and two DH4B's were unpacked and flight-tested. Three Liberty and Six Wright engines were completely overhauled. The shortage of men is a big handicap, but we are looking toward the incoming "Thomas" on May 4th to relieve this shortage.

Staff Sergeant Theodore Glinn was discharged at the convenience of the Government to accept a position as Third Lieutenant in the Philippine Constabulary. He will be greatly missed by his many friends and the Squadron, but we wish him much success in his new role.

Flight "B", 2nd Observation Squadron, Camp Nichols. One of our newest pilots in Flight "B" had a rather interesting experience this month. Not being able to use his wings for the purpose, he hiked the whole length of the island of Mindoro on an official exploring expedition. One of the first things that 1st Lieut. James W. Hammond did on returning home was to order a good square meal, a drink or two, and several pairs of new field boots, according to Charley Chin Long in the Post Exchange. We deplore the jungle's lack of restaurants and cobbler shops. The native should be officially reprimanded for their oversight.

We sincerely hope that our former Flight Commander, 1st Lieut. Arthur J. Melanson, is enjoying his trip with the Navy through Oriental and Asiatic ports. Even though his face was slightly mashed by a polo mallet just before he left, we should like to see that smiling visage again before he takes it back to the "States".

Kindley Field, Fort Mills, P.I.

Lieuts. Williams and Umstead left for Camp Nichols, where they are to fly DH's to Aparri, to escort the Spanish Flyers from that point to Manila. They are to proceed first to Clark Field, join Lieut. H.H. Mills, and hop to Cauayan, where a landing is to be made and supplies procured for the return flight. Proceeding on down the Cagayan Valley to Aparri, they will await the arrival of the Spaniards, who are making the long over-water flight from a point on the Chinese coast, and return with them to Camp Nichols.

Clark Field, Camp Stotsenburg, P.I.

Some new PW-9's were received at this station and are now set up. The pilots all agree that it feels good to be in a real ship once more. The MB's we had at this station had all seen better days and were fast approaching the end of their usefulness.

Lieut. J. G. Taylor left the first of the month for a trip with the Navy to the Southern Islands. From there he will continue the trip with them to Singapore, Hongkong, and Shanghai, returning to this Station about the 17th of

May. Lieut. and Mrs. Mills returned from a month's stay at Baguio and Harry says that although his golf didn't improve a lot he at least managed to keep cool, which is more than we, who remained at the field, can say. The hot season has hit with a bang here, and even the most ardent golfers have given up their games for a while. Did I say all? I should have said all but one, because it would take an Act of Congress to keep Lieut. Haddon from his golf. Ever since he made that hole-in-one at Baguio, Haddon hasn't been the same man. Lieut. B. W. Chidlaw hit a lucky streak and duplicated his feat at Baguio by making another hole-in-one, this time on the third hole of the Camp Stotsenburg Course.

The Third Pursuit Squadron held a field meet on April 24th. Various firms from Manila and the surrounding towns donated prizes (after listening to the persuasive blarney of 1st Sergeant McCarron) and the meet turned out to be a huge success. After the field meet, a good old-fashioned Dutch lunch with all the trimmings that go to make it up, was had and the fellows all voted that service in the tropics wasn't so bad after all.

Lieut. P. L. Williams, who until recently was assigned to this station, was a visitor. Lieuts. Williams, Umstead and Mills, of this station, flew to Aparri at the Northern end of the Island of Luzon to await the arrival of the Spanish airmen who are flying from Spain to Manila. They will escort the Spanish flyers from Aparri to Manila.

Lieut. Fred Kenny is in Baguio on a month's sick leave and after his return plans to take a leave and go up to China and Japan and catch the July transport at Nagasaki. Lieut. Lanagan was ordered to Camp Nichols for the remainder of his tour of the Islands.

The Post is becoming rather deserted as Capt. DeFord, Lieuts. Beverley, Camblin and Capt. Buckner leave on the next transport. These officers have all their household goods packed and shipped.

Lieut. and Mrs. Chidlaw and Lieut. and Mrs. Spry are leaving on the May transport to spend a two-month's leave traveling in China and Japan, returning to this station the latter part of June.

San Antonio Air Intermediate Depot, Duncan Field, Texas.

With the help of the weather the Operations Office of this Depot has at last reached the correct altitude where the cool breeze is appreciated. It has been reasonably busy these fine days of flying weather. Besides the continuous flight testing of airplanes produced by the Engineering Department, the following planes were delivered during the period May 15th to 25th: 9 DH-4M-1 and DH-4M-2; 10 JNH (getting back to our primary flying days); 3 PT-1; 1 VE-9; 1 NBS-1; 1 SE-5. The following routine cross-country flights were made: Lieut. Clark, to New Braunfels, Texas, and return, May 15th; and to Junction City, Tex. and return, May 20th; Lieut. Vanaman, to Junction City, Texas, and return, May 22d; Lieut. Halverson, to Junction City and return, May 22d.

Under orders from the Office of the Chief of Air Service 1st Lieut. Clements McMullen, A.S., of this Depot, recently completed an inspection of maintenance engineering at the outlying Air Service activities of this Depot's Control Area (the Eighth Corps Area), traveling by air, having previously made such inspections at Kelly and Brooks Fields. On May 15th he flew to Houston, Texas, and return, for inspection of the 36th Division Air Service, Texas National Guard. On the 21st he took off from this station, and inspected in turn the Organized Reserve Air Service activities at Love Field, Dallas, Texas, and at Muskogee, Oklahoma; the Air Service units at Post Field, Fort Sill, Oklahoma; the 45th Division Air Service, Colorado National Guard, Denver, Colorado (flying over Pike's Peak, of course, on this leg of the flight), and finally the Air Service activities at Biggs Field, Fort Bliss, Texas, returning to this Depot May 25th.

On May 20th Lieut. Richard T. Aldworth returned to duty from a month's sick leave.

Lieut. Barney M. Giles, A.S. of the Field Service Section, visited this Depot May 26th (having ferried down a DH-4M-2P), for a conference on matters pertaining to the Allotment Table and Supply Control. This being his old station, opportunity was afforded him for a short visit with his numerous friends who are stationed here.

On the evening of May 25th, Major Lackland honored Lieut. Clements McMullen with a stag dinner at the San Antonio Country Club, in consequence of Lieut. McMullen's approaching marriage on the 28th. Mac's numerous Air Service friends were present and indicated their sorrow. However, it was soon drowned, and all believed it would result for the best.

Mrs. Dorwin Lackland, mother of Major Lackland, at her home at Duncan Field, honored Mrs. Adelaide Newman, bride-to-be of Lieut. Clements McMullen,

at a tea on the afternoon of May 27th.

The wedding of 1st Lieut. Clements McMullen, one of the most popular officers of the Air Service, to Mrs. Adelaide Newman, daughter of General E. M. Lewis, on Thursday evening, May 28th, at the home of Mrs. Newman's brother at Fort Sam Houston, Texas, will undoubtedly be of special interest to the Air Service. Bachelorhood suffered a severe loss, as Mac has for years withstood the attacks of the fair sex, and it is also natural to assume that Major Lackland, in acting as best man, has rendered himself susceptible to desertion from the ranks. The officers and ladies of Duncan Field honored Lieut. and Mrs. McMullen with a dinner and dance on that date at the San Antonio Country Club, in the nature of a wedding supper, at which they were the recipients of numerous exquisite presents from friends at this Field. The departure of the happy couple by auto on a short honeymoon was speeded by an aerial escort of Lieut. McMullen's many friends.

On the evening of May 15th the Civilian Social Club gave a dance for its members in the Service Club building. Fred Smith's orchestra furnished excellent music and the dancing was enjoyed by about fifty couples.

Several auto loads of employees have been taking advantage of the week ends during this fine weather for picnicking at Medina Lake, enjoying the boating, fishing and bathing.

Many employees are looking eagerly forward to their annual vacations, and are planning automobile tours to the Lower Rio Grande Valley, the Carlsbad Caves of New Mexico, and short tours to Monterey and other points in Old Mexico.

Selfridge Field, Mt. Clemens, Mich., June 8th.

Every day brings more clearly into view the fact that distance means nothing to the Air Service; that travel by air is safe, sound and sure and that the newer modern planes are more reliable. No one wonders now, when a pilot leaves the ground in a new plane for an extended cross-country trip, how far he'll get before being forced down but, on the other hand, is surprised if he is forced down anywhere this side of his destination, but this cannot be said of older equipment. Engines are being perfected to such a degree that ordinary care makes them almost faultless, and the airplane itself has been improved until it will soon be impossible to tear one apart in the air. Along with this comes speed and we have that too until now it is easily possible to average over 100 miles an hour for several hours and in any weather.

Captain Frank H. Pritchard, in a type P-1 pursuit plane, departed from Selfridge Field via Chanute Field, Scott Field, Kansas City, Muskogee, Dallas, for Kelly Field, Texas. In a little over four hours' actual flying time he reached Scott Field, Ill., a distance of almost 600 miles. He is making the trip for the purpose of cross-country training and will not in all probability find it necessary to delay at any place along his route for repairs. Service? Yes, for even in an automobile one must stop for gas, oil and water.

The non-commissioned officers of the First Pursuit Group feel that, so far as eye-sight, steadiness of arm and nerves, good luck, or what have you, is concerned they are the equal of any. During the annual target practice a total of ninety percent qualified on the range. When it comes to perforating the bull's eye on type "E" target or plastering a bobbing target they're there!

A summary of the firing by organizations is given below:

1st Pur. Group Hdqrs.	- 6 Experts,	2 Sharpshooters,	1 Marksman	- 100% qualified.
17th Pursuit Sqdn.	-19 Experts,	3 Sharpshooters,	7 Marksman	- 85% "
27th " "	-16 " "	4 " "	8 " "	87% "
94th " "	16 " "	2 " "	7 " "	86% "
95th " "	15 " "	4 " "	3 " "	88% "
57th Service "	29 " "	3 " "	4 " "	94% "

Lieuts. Bettis, Luther S. Smith and John J. Williams, with 12 enlisted men, are now on duty at Philadelphia, Pa. in connection with the Army participation in the Sesquicentennial Exposition.

Eight Group pilots and 55 enlisted men from the 17th Pursuit Squadron will leave here so as to report at Chanute Field, Ill., on or about August 1st for a month's duty in connection with training of Reserve officers there. Ten training planes and 6 pursuit planes will be taken. Enlisted men will be attached to the 15th Observation Squadron while on this duty.

Three Group officers were ordered to proceed to Camp Dix, N.J. for the purpose of giving an aerial demonstration before the Army War College.

Three additional officers were ordered to temporary duty with the 202nd Coast Artillery anti-aircraft regiment, Illinois National Guard, Ft. Ontario,

N.Y. for the period June 19th to July 18th for the purpose of pulling tow targets for anti-aircraft gunnery practice.

About every so often a fellow has to discard his greasy but comfortable coveralls for the more presentable but uncomfortable uniform, shine up the old mess equipment, hunt up some toilet articles, a shelter half and a lot of other stuff which every Air Service man will maintain is excess baggage, and get out and stand an inspection. If a mechanic has to pitch his tent and display equipment that day for him is ruined. Stove pipes are at a premium, but woe unto the man who stands before the Inspecting Officer and hears: "Private Jones, you have a very neat pack. Display your equipment and show the balance of the men how you do it!" For a stove pipe, while easy to carry, doesn't seem to satisfy Inspectors. Two inspections are scheduled for June, one a tactical inspection by the Post Commander on the 12th and another for the Corps Area Commander on the 28th.

There must be a lot of fish and game up around Oscoda and Lake Van Ettan wondering what's keeping the airmen away. June heretofore has always seen the Group in its summer home, and the fish have never been neglected like this before. But it can't be helped, for there are so many details that are taking the pilots away from the field on detached service that the aerial gunnery maneuvers have been postponed until about Sept. 1st. The Camp has been placed in readiness, however, and everything is set for the fast little fighters and their roaring machine guns and singing bombs. If all we hear is true, Major Lanphier will be back in time to lead the Group once more to the shores of Lake Van Ettan. Although nothing official has been heard, he is expected back from the Detroit Arctic Expedition about the first of July.

Baseball has suffered from lack of warm weather. Days have been cold, with high winds. Still this isn't altogether responsible for the sorriness of some of the games. The 17th still holds the lead with the 57th trailing with two games lost and the 94th hovering close with three in the discard. Browning, star hurler, is to be sent to Mitchel Field and will pitch for the team there. We wish him the best of luck. Games are played Mondays, Wednesdays and Fridays and, while well attended, never seem to get the crowds as football does. That's the game for soldiers! Gotta have something like personal contact to make a fellow snap out of it, and most all of 'em love the game.

Pretty soon this is going to be a land of eternal winter. Only a couple of fellows went swimming so far this year and they went to the hospital with pneumonia. All the birds that fly North in the spring are stopping south of the Ohio, and we wear woolen OD's all summer.

Luke Field, T. H., June 5th.

The 19th Pursuit Squadron had a little hard luck with their new PW airplanes, two of them being slightly damaged in minor crack-ups. Lieut. Chennault, landing with a motor which wouldn't throttle properly, rolled too far, ground-looped a bit, hit a motorcycle and went up on its nose. On May 18th, Lieut. Griffiss hit a hole in the airdrome on landing which caused the left wheel to collapse and the ship to turn over.

There is considerable rivalry at present existing between the two pursuit squadrons in their record gunnery and bombing practice. The 19th started out on the ground targets, while the 6th Pursuit Squadron started on the sock. At the present time the 19th has finished its ground target work; is nearly through with record bombing, and as soon as it gets a DH will be ready to start on the sock. The Sixth is nearly through with tow target gunnery, has about half of the ground gunnery completed and is ready to start bombing.

Lieut. Cannon of the Sixth Squadron has the field record for ground gunnery to date, having an average of 98.88% hits, over 50% of which were bulls eyes. The detailed results are as follows:

19th Pursuit Squadron Aerial
Gunnery Ground Target.

Pilot	High Score	Average
Lieut. Wisehart	94.44%	90.22%
Lieut. Chennault	97.77%	86.88%
Lieut. Griffiss	91.11%	83.55%
Lieut. Wheeler	84.44%	71.66%
Lieut. Rich	92.22%	71.11%
Lieut. MacDonald	83.33%	65.22%
Lieut. Gothlin	68.89%	57.33%
Lieut. Mallory	74.44%	45.22%
Squadron average. . 71.27%		

6th Pursuit Squadron Aerial
Gunnery Ground Target.

Pilot	High Score	Average
Lieut. Cannon	100.00%	98.88%
Lieut. Stace	98.88%	93.88%
Capt. Elmendorf	96.66%	91.66%
6th Pursuit Sqdn. Aerial Gunnery Tow Target.		
Lieut. Stace	79.3 %	75.1 %
Lieut. Meredith	85.33%	74.4 %
Lieut. Cannon	80.66%	74.11%
Capt. Elmendorf	74.00%	71.67%
Lieut. M. N. Clark	71.33%	67.8 %
Lieut. H.L. Clark	48.05%	40.55%

Due to the lack of suitable range and a shortage of ships, record practice in the two bombardment squadrons has not progressed as rapidly as in the pursuit organizations. The results to date are:

23rd Bombardment Squadron Flexible guns at
ground targets

Pilot	Average
Lieut. Kunkel	7.3 %
Lieut. Langmead	6.6 %
Lieut. Harris	6.3 %
Lieut. Farnum	6.1 %
Lieut. Richards	4.3%
Lieut. Post	3.8 %

The Sector Baseball League got under way May 12th. The league consists of teams representing six posts: Luke Field, Shafter, Kamehameha, Armstrong, DeRussy, and Ruger. Last year Luke Field aggregation were runners up to Shafter in the pennant race. Six games have been played thus far, and Long Field was on the long end of the score each time, their playing giving every indication of a determination to grab the pennant from their rivals at headquarters.

Luke Field received a large addition to its commissioned personnel when the Transport SOMME arrived in post May 20th. Lieuts. Chennault, Griffiss and Rich in PW-9's and Lieut. Post in an NBS-1 welcomed the Transport to these islands by meeting it off Makapun Head and escorting it to the harbor.

The newly arrived "Malihinis" were assigned to Squadrons as follows:
6th Pursuit Squadron - Lieuts. L. A. Smith and L. Q. Wasser.
19th " " - Lieuts. C. L. Williams and C. D. McAllister.
23rd Bomb. " - Lieuts. G.W. Polk, J.T. Morris, L.E. Sharon, and Flying Cadet Tefft.
72nd Bomb. " - Lieut. Robert J. Brown, Jr.

On its return trip the SOMME carried back three Luke Field officers - Major G.E. Lovell, ex-Commanding Officer of Luke Field; Lieuts. A.F. Hogenberger and George O. Roberson, all of whom had completed their tour of service in Hawaii.

The Officers' Club at Luke Field held a farewell dinner dance at Palm Lodge in honor of the officers and ladies who had just arrived and those who were to leave on the SOMME. The affair was very successful.



F. C. BARRY
AIR SERVICE

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Information Division
Air Corps

July 27, 1926

Munitions Building,
Washington, D.C.

The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard, and others connected with aviation.

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APPOINTMENT OF BRIGADIER-GENERALS IN THE AIR CORPS ✓

The Secretary of War announces that the President has approved recommendations for the following appointments of Brigadier-Generals in the Air Corps:

LIEUTENANT COLONEL WILLIAM E. GILLMORE - Col. Gillmore was born in Lorain, Ohio, November 29, 1876. He served as first lieutenant with the Ohio Infantry in 1898 and was initially commissioned in the Regular Army from civil life as a second lieutenant of Infantry on February 2, 1901.

Col. Gillmore served on varied duties with the Infantry through to the grade of major. His connection with the Air Corps started in December, 1917, when he was assigned to the Office of the Chief Signal Officer as Executive Officer and Chief of the air personnel office. He later occupied the same position in the office of the Director of Military Aeronautics. During the World War he remained in various executive positions with the Air Corps, to which he was permanently transferred in 1920. In 1921 he graduated from the Air Corps Pilots' School and the Air Corps Bombardment School.

Since the war Col. Gillmore has held several important positions in the Air Corps, as follows: Inspector of Air Corps training; Commanding Officer of Kelly Field, San Antonio, Texas; and Air Officer of the Ninth Corps Area, with station in San Francisco, Calif. However, the greater part of his service since 1919 has been in the position he now holds as Chief of the Supply Division in the Office of the Chief of the Air Corps, at Washington.

LIEUTENANT-COLONEL FRANK P. LAHM - Colonel Lahm was born November 17, 1877, at Mansfield, Ohio, and entered the United States Military Academy from Ohio in 1897. He graduated in June, 1901, and was assigned to the Cavalry. He served with the Cavalry through the grade of captain on various duties; and graduated from the Mounted Service School, Fort Riley, Kansas, in 1911.

Colonel Lahm's connection with aviation started shortly after his graduation from West Point. He became interested in balloons and finally, in 1906, was the unofficial United States entrant in the first Gordon-Bennett International Balloon Race, which he won. Thereafter, he was associated periodically with all air activities of the Army, and in 1913 qualified as a Military Aviator. He was commissioned a captain of the Aviation Section of the Signal Corps in 1916, since which time he has remained with the Air Service.

At the beginning of the World War Colonel Lahm was in command of the Balloon School at Fort Omaha, Nebr. In 1917 he was sent to England and France for the purpose of visiting balloon training schools in those countries and observing the equipment and maneuvering of captive balloons on the western battle front. Later he was assigned to duty at Hqrs., American Expeditionary Forces, in connection with the balloon service. He was then given an assignment in the Office of the Chief of Air Service, Operations Section, Zone of the Advance. Later he was assigned as Commander of the Air Service of the Second Army.

Since the war the more important duties performed by Colonel Lahm are as follows: Member Advisory Board, Air Service; Student at Army War College; and Member War Department General Staff. At present he is Air Officer of the Ninth Corps Area at San Francisco, Calif. His total aviation service is about 12½ yrs, in addition to service in the Philippine Islands while assigned to the Cavalry.

Colonel Lahm was awarded the Distinguished Service Medal with the following citation: "For exceptionally meritorious and distinguished service. A balloon pilot of marked ability and scientific attainments; he rendered valuable service to the American Expeditionary Forces by his untiring devotion to the innumerable problems which faced the Air Service during its organization in France. His broad experience in aeronautics played an important part in the formulation of policies of the Air Service and was reflected in its successes during the St. Mihiel offensive and subsequently in the operations of the 2nd Army."

He was awarded the French Legion of Honor and the Portuguese Order of Avis.

V-5584, A C

AN ECHO OF THE MADRID -MANILA FLIRHG
By the News Letter Correspondent

May 13, 1926, was a festive day at Camp Nichols, Rizal, Philippine Islands. The long awaited arrival of the Madrid-Manila flyers had come to pass. The great Legaspi Ship swooped gently down into our landing field, and a new page was added to the History of Aviation.

All eyes were turned towards Camp Nichols on that day, and a tremendous welcome was accorded the two brave Spanish Captains, Gallarza and Loriga, who had survived the gruelling flight which paved the way across deserts, mountains and seas from the Mother Country.

Excitement was high when our planes took off to escort the Spaniards on the last leg of their long flight.

After a short wait, word was received that the planes had left Camp Stotsenburg at 11:05 a.m. and when they hove into sight at last, a great roar went up from the vast throngs outside the roped off area around the field. The planes circled the field once, and the Spanish ship then detached itself from the formation and made a beautiful landing.

It was then that the crowd went wild. The volunteer guards, numbering more than two hundred, were swept aside, and the crowds rushed to the ship. A ringed guard was hastily thrown around the plane, but the crowd managed to reach the flyers, and hoisted them on eager shoulders for a triumphant march to post headquarters.

Local Spaniards were out in great numbers to meet and greet their countrymen. Many beautiful Senoritas attended, adorned in their native gaily colored shawls and laces. It was, indeed, a setting from Old Madrid which greeted the eyes of the two tired, but victorious flyers as they were borne around the field on the shoulders of their compatriots.

After a short rest, the great parade to Manila was on its way, with the two weary airmen seated in flower bedecked cars.

Camp Nichols had performed its duty nobly in the welcoming of these pioneers of the air.

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IMPORTANT NOTICE TO JUNIOR OFFICERS OF AIR CORPS ✓

The Adjutant General of the Army has issued the following circular:

"An Act of Congress, approved July 3, 1926, entitled 'An Act To Provide more effectively for the national defense by increasing the efficiency of the Air Corps of the Army of the United States, and for other purposes,' provides in part as follows:

SEC. 4, CORRECTION OF PROMOTION LIST. -- That the Secretary of War be, and he is hereby, directed to investigate and study the alleged injustices which exist in the promotion list of the Army and to submit to Congress on the second Monday of December, 1926, this study, together with his recommendations for changes, if any, in the present promotion list.

In order to facilitate action by the War Department in this connection, it is desired that any officer who believes that his name does not at the present time occupy its just place on the promotion list, submit immediately by letter direct to The Adjutant General, a statement of the facts, which in his estimation warrant such a belief."

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WASHINGTON TO SAN ANTONIO, TEXAS, IN ONE DAY. ✓

Washington, D.C., to San Antonio, Texas, in one day, is the record of Major Carl Spatz, on duty in the Office Chief of the Air Corps, Washington, who left Bolling Field at 5:10 o'clock on the morning of July 20th and arrived at Kelly Field, San Antonio, Texas, at 7:30 P.M.

Major Spatz flew one of the new Curtiss single-seater pursuit planes - Pl. The distance is 1,600 miles, and the route followed was Bolling Field; Wright Field, Ohio; Scott Field, Ill.; Muskogee, Okla., and Kelly Field.

SECOND DIVISION, AIR CORPS, BIDS GOOD BYE TO EL PASO, TEXAS.

By the News Letter Correspondent

After having served at Fort Bliss, El Paso, Texas, for approximately five years in conjunction with the First Cavalry Division, the Second Division, Air Corps, comprising the 12th Observation Squadron and First Photo Section, embarked from that post June 21st, at about 5:00 p.m., aboard train for Fort Sam Houston, Texas, in compliance with orders from the Office of the Chief of Air Corps and Eighth Corps Area Headquarters. The unit consisted of 2 officers and 79 enlisted men, Captain Walter Bender, Adjutant, being in command. Capt. L.S. Johnson, M.C. Flight Surgeon, also accompanied this contingent. Fourteen enlisted men with privately owned automobiles were permitted to drive overland, and five officers and three enlisted men departed for their new station by airplane.

At the time of departure, two officers, Lieuts. L.D. Weddington and R.H. Clark, with two mechanics, flying Douglas O-2 planes, were on detached service at Camp Marfa, Texas, in connection with maneuvers of ground troops.

The Commanding Officer of Biggs Field, Major John N. Reynolds, flew a DH, leaving Fort Bliss on June 23rd, after having adjusted the final odds and ends of official business in connection with the movement of his command. He arrived at the new station the same day.

Completing his mission at Camp Marfa, Lieut. Weddington returned to his new station at 4:00 p.m., June 26th, but Lieut. Clark and his mechanic, also flying an O-2 from Marfa and leaving there at the same time as Lieut. Weddington, had a forced landing in the vicinity of Comstock, Texas, due to broken connecting rod. A new motor was sent the following morning by truck with a repair crew.

The contingent which left Fort Bliss by train arrived at San Antonio at 2:00 p.m. June 22nd, and was immediately transported by motor trucks to their new barracks, the old Remount Depot Barracks about three miles northeast of Fort Sam Houston proper. Since arrival everybody has been busy with the work of "rehabilitation" - so very little air work has been done. The quarters assigned to officers and enlisted men had been unoccupied for a considerable period, and much work is required to restore them to a semblance of respectability, the entire area being overgrown with weeds and shrubbery. So there are many weeks of hard labor "in addition to our regular duties" ahead of us before we can feel very proud of our new home. Our married noncommissioned officers are facing an even worse situation than "our single men in barracks", however. The quarters assigned to them are relics of the war days, and most of them are compelled to live in tents or rent quarters in the city.

Nevertheless, although I am convinced that most members of the command regretted leaving El Paso, where we had so many pleasant personal connections, it cannot be denied that it is a pleasure to rest one's eyes on the green fields and woods of this locality in comparison to the arid plains and stark mountains of our former station - even though the "green fields" are only rank weeds. And then the barracks of the enlisted men, to rest flush to the San Antonio-Austin highway, afford the men a new interest in watching the traffic of thousands of automobiles passing in the cool of the evening.

In regard to the flying field, much could be said as to improvements needed. It is shallow in the center, and in rainy weather a small lake forms there. The weeds are very high and must be mowed, but we expect to have a respectable flying field eventually.

The quarters assigned to the enlisted men are inadequate as to size for the number of men they must house, so until other arrangements can be made they are compelled to live somewhat crowded.

The 24th Photo Section, which was an adjunct of the Detachment, 2nd Division, Air Corps, at Fort Sam Houston upon arrival, has been placed on inactive list and its personnel transferred to the 1st Photo Section, thus making that organization 39 men strong, or 19 men overstrength. This number will be gradually absorbed, however. The 12th Observation Squadron, 125 men, is also overstrength, and the surplus will be adjusted in the same manner.

The following officers are now assigned to the Second Division, Air Corps: Major John Reynolds, Commanding; Captain Walter Bender, Adjutant; 1st Lieuts. Charles Douglas, Leonard D. Weddington, Harry Weddington, J.A. Smith, R.L. Williamson, R.E. Wriston, 2nd Lieuts. R.H. Clark, L.P. Holcomb, and Captain L.S. Johnson, Medical Corps, Flight Surgeon.

OFFICE BOY TAKES A LONG AIRPLANE RIDE ✓

The office boy is a pretty hard individual to squelch, at least so is the one in the employ of the National Air Transport, Inc., at Chicago. The youngster apparently had exhausted his supply of grandmothers in his endeavors to get away from the office in the afternoons to witness the White Sox or the Cubs play ball, or else baseball had palled on him. At any rate, he suddenly became obsessed with a wild desire to take an airplane ride. For downright persistency a youthful aviation enthusiast is in a class by himself. The NAT office boy finally wore down the objections of the Chief Engineer of the Company who, realizing that the boy would not be happy until he got an airplane ride, at last gave his consent. That official was of the conviction that by the time the airplane got to the first stop, Moline, Ill., the youngster would have his fill of airplaning and would come back home by train.

As subsequent events proved, however, the Chief Engineer of the NAT was off his reckoning. The boy settled himself comfortably among the mail bags in the mail compartment of the Curtiss Carrier Pigeon and waved to the pilot to "let 'er go". Moline, Ill., had no attractions, however, nor did Kansas City. The boy stuck to his ship until Dallas, Texas, the terminus of the route, was reached.

After taking in the sights of Dallas and concluding that it was not quite so lively there as in "good old Chi", the youngster again settled himself in the mail compartment of a northbound Carrier Pigeon, and in due time reached Chicago.

This airplane ride of over 2,000 miles by a boy is no doubt a world's record. It is safe to predict that when he becomes old enough he will apply for flying training at one of the flying schools.

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STOWAWAY PAINTER ENJOYS AN AIRPLANE RIDE. ✓

According to the NEWS LETTER Correspondent from the San Antonio Air Intermediate Depot, Duncan Field, Texas, a civilian painter, temporarily employed at the station, in five minutes rose from the rank of earthbound dope spreader to a painter of the skies. Recently, while flight-testing a Martin Bomber, the test pilot was surprised to observe a paint brush stealing forth from the dark recess of the fuselage in the rear, followed by a painter, who had doubtless sensed that something was amiss. He was doping some patches in the fabric on the rear fuselage, and when he came out to see what it was all about he was pleasantly surprised to note that old "terra firma" had receded a thousand feet or more. He proved to be quite an adept in his new and elevated vocation, and painted the clouds with quite the nonchalance of the true sky artist. He had requested permission to ride in an airplane, which was not granted, and as to the veracity of his contention that he was ignorant of the fact that he was borne skyward the NEWS LETTER Correspondent declines to make any comment.

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LONG-DISTANCE PHOTOGRAPHY ✓

The plans which are under way at McCook Field, Dayton, Ohio, by the Engineering Division of the Army Air Corps, for long-range photography will not be completed before the end of July, at which time, after several test flights, an effort will be made to photograph the City of Detroit from an airplane flying at a high altitude over Dayton.

With a certain new lens a camera is being developed which will take photographs from an altitude of 30,000 feet, completely out of sight of the ground, yet when the photograph is developed the size of the picture is the same as if it had been taken from an altitude of 10,000 feet.

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GERMAN WAR VESSEL VISITS HONOLULU

The German light cruiser "Hamburg", the first German war vessel in Hawaiian waters since the World War, recently put into the port of Honolulu, according to word received in the Office of the Chief of Air Corps, and aerial photographs were made of the vessel while she was firing her salvos of salutes. Navy planes flew in formation over the vessel as a sort of escort, while an Army photographic plane, soaring far above, took photographs.

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V-5584, AC

THE AIR CORPS TECHNICAL SCHOOL, CHANUTE FIELD ✓
By Captain Falk Harmel, Air Service Reserve

Practically the entire educational system of the Army Air Corps, as it affects its enlisted personnel, is carried on at the Air Corps Technical School at Chanute Field, Rantoul, Ill. While the various courses of instruction given at this school are confined mostly to enlisted men, a limited number of officers avail themselves of advanced courses of instruction in such subjects as aerial photography, armament, communications, etc.

Chanute Field is situated on the edge of the village of Rantoul and is approximately one mile from the Illinois Central Railroad station. Rantoul is 114 miles south of Chicago, on the main line of the Illinois Central. It is but seven miles north of Champaign and Urbana, Ill., the latter place being the location of the University of Illinois. At Champaign railroad connections can be made to Indianapolis, Ind. The Illinois State Highway, Route No. 25, furnishes concrete highway road connections to Chicago, points south of Rantoul, and also through Champaign and Urbana with Indianapolis and points to the east and with St. Louis and points west. Eight trains on the Illinois Central, four northbound and four southbound, make stops daily at Rantoul.

It is doubtful if there are schools anywhere else in this country which afford vocational training of such a thorough character as that which can be obtained at Chanute Field, particularly in such a brief space of time as six months. The Technical School is one of the reasons why the Air Corps is such a desirable and popular branch of the service to the man who enlists in the Army. Men with very little or no mechanical training, with no vocation to carry them through the battle of life, come to the School and depart six months later fully qualified to follow one of such vocational pursuits as photographer, radio mechanic, radio operator, airplane mechanic, aircraft armorer, auto mechanic, engine mechanic, carpenter, etc.

As is natural to assume, the purpose of the Technical School is to train enlisted men along various lines of mechanical pursuits incident to the operation of the Air Corps, this in order to promote the highest operating efficiency possible. The lives of the Army airmen depend on the thoroughness and skill of airplane and engine mechanics, and the best men in that line of work are not too good in that connection. Nothing can ^{better} serve to bolster up the morale of the Army flyer than the knowledge that his airplane is in the hands of a thoroughly trained and skilled mechanic.

That the Air Corps Technical School is a popular institution may be deduced from the fact that, as a general rule, enlisted men making application to attend same pay their own way to Rantoul, both coming and going. Some are fortunate to be able to avail themselves of airplane transportation; others not so fortunate cheerfully pay their railroad fare and the necessary subsistence en route. Not infrequently, enlisted men graduating from one of the courses at the School come back again, either to pursue the same course along advanced lines or an entirely different course.

It may well be assumed, even by the uninitiated, that when enlisted men go to such lengths as to cheerfully pay their way out of their meager savings to take a vocational course, the School must be really worth while.

There is no room for triflers at the School and, as a matter of fact, instances of men "soldiering on their job" are rare. The men realize that there is serious business ahead of them and go at their various tasks not only with cheerfulness and willingness, but with a determination to succeed.

The instructors at the Technical School are, for the most part, civilians. They are a high class of men, eminently well qualified to perform the tasks allotted to them - in fact, experts. Practically all of them have been with the School since it was first established. It appears that there is a fascination about their jobs which they cannot resist; first, and foremost, there is that deep satisfaction of putting through the different courses a constant stream of earnest, willing and determined men whom they know are bound to succeed in life; then there is the realization that their work is not of the hum drum kind, but that some new device, some new invention, some new way of doing things that crop up ever so often and holds their interest.

The Commanding Officer of the Technical School is Major William C. McChard, Air Corps, who assumed command on June 30, 1924. Major E.A. Reinburg is the Executive Officer and Captain Charles B.B. Bubb, Adjutant.

GRADUATION OF TACTICAL SCHOOL STUDENTS

DA 4822-V

The graduation exercises of the Air Corps Tactical School Class of 1926 were held in the Officers' Club, Langley Field, Va., on June 16th, sixteen officers, including three officers of the U.S. Marine Corps and one officer of the Spanish Army, receiving diplomas from Major General Mason M. Patrick, Chief of the Air Corps.

The exercises were simple but impressive, opening with an invocation by Chaplain S.R. Wood, U.S.A. This was followed by a short selection by the band from Fort Monroe. The Commandant of the School, Major Oscar Westover, made a short address to the graduates and then introduced the principal speaker, Major General Mason M. Patrick. In his talk General Patrick stressed the value of the Air Corps Tactical School course to an Air Corps officer, which he stated gave the graduates an advantage over other officers both in their Air Corps work and in their relations with other branches of the Army. The General's address was, as usual, forceful and instructive in the extreme, and was as follows:

"Last week I attended at West Point the fortieth anniversary of my graduation there. As one's mind travels back over all these years and recalls that interesting to me, occasion, it possibly puts me a bit more in tune with your own attitude of mind as you finish the course at the Air Service Tactical School. Of the seventy-seven who graduated with the class of 1886, there are fifty still alive, of whom eleven are on the active list. Of these fifty, nineteen were present at the class reunion. During its progress there was, of course, the exchanging of experiences and much other talk, - something of what the class had accomplished. General Pershing presided and there were several things which seemed rather notable. First of all, while what had been done was related, there was still more talk about what yet the class could do. Rather curious, I think, that a score of men, all of whom had at least passed three score years, should be giving their time and thoughts to what they might accomplish in the future. Then another thing, one of these men has had a most successful career in civil life. He resigned shortly after graduating. He was once one of the three Police Commissioners of the City of New York. He was President of the Barber Asphalt Co. He came back into the service during the war and was made a Brigadier General, did excellent work in France, is now head of the Royal Dutch Oil Company's interests in this country, a position of great responsibility and one which is very remunerative. This man, General Andrews, said that he attributed a large measure of his success in life to the training, the character building at the Military Academy, and went on to say that in his business experience extending over more than thirty years he had found that it was character which counts. Given a man with correct ideas of right and wrong, one who can be trusted to do right, as he sees it, such are the men who made the best employes and the men who themselves went furthest. It was a man's character which gained for him the greatest measure of respect in the business world and also enabled him to achieve such success as might attend his efforts. It seems to me that this is something we should ever bear in mind. Add to this the thought that officers of the Army are being trained to be leaders of men and we have at least one indication of what will make their leadership really worth while.

Call attention to the fact that whenever two or more men are joined together for a common purpose, working to a common end, the maximum effect of their united effort cannot be obtained unless one is the leader and the rest follow his directions. This is true of so simple a thing as pulling on a rope, as well as so complicated an enterprise as the command of a great Army. Every organization chart tapers to the top where sits someone man who must control and direct the various agencies which form the component parts of the enterprise of which he is the head. This again is true from the squad leader up through all the grades to the Division, Corps and Army Commanders. It is true, too, in the business world where at the apex of every great consolidation there is one whom we have been accustomed to call a captain of industry.

Many efforts have been made to analyze or to list the qualifications of those who are successful leaders. General Andrews sums it up in one word, character, but this may be sub-divided into many characteristics. Among them all, however, most of those who have dealt with the subject have placed first, good judgment, common sense, fairness and justice. Without these three or four qualities no man can succeed. It is imperative that those who are destined to act as leaders must, as far as possible, cultivate these particular qualities and bring

them into play whenever an emergency shall arise. Some, of course, can do it more readily than others, some scarcely at all, and the long list of failures, much longer than that which contains the names who have been successful, is marked in each case by the lack of one of these essentials.

And yet, there is possibly nothing more fascinating, nothing more satisfying than working with, directing, leading other men. But there is still another quality which is essential in order that united effort may succeed, and that is loyalty. This means no sacrifice of individuality, it means no blind submission to the will of others, but it does mean an earnest and honest effort to carry out whatever may be the task in hand, a policy or a maneuver in accordance with the understood will of him who in the last analysis is responsible for success or failure.

You will each one find, probably have found already many times, that unless you can trust your subordinates to exhibit this quality of loyalty, it would be better sometimes that an enterprise had never been begun. It comes right home to all of us, whether we occupy positions of little or of great importance. Whether it be a squad leader or a Post Commander, he must determine what should be done and having communicated this to those who are to bear the burden of doing, unless he can trust them absolutely and implicitly to carry out his expressed wishes or commands, nothing but anarchy, disintegration, disillusion will be the inevitable result.

Of course, all of this is somewhat platitudinous. It is difficult to discuss general principles, difficult I find to talk to a graduating class without reiterating time worn truths. The only excuse for so doing is that sometimes, like the drop of water on the stone, repetition is the only way in which these things can really be brought home to those who should learn them and who should apply these principles in their daily lives.

It is customary also, of course, to congratulate the members of a graduating class. Each one of you in his own soul knows and no one else can know just exactly how earnestly you have pursued this course, how honestly you have worked, what you have gotten out of it. Insofar as you have been fair and just to yourselves and those who have tried to instruct you, you are worthy of commendation. The grades which you have been given indicate the estimates placed upon you by the school authorities. In spite of the dictum that all men are born free and equal, no two men, as no two leaves, or no two blades of grass are precisely alike. There are graduations of character, graduations of intelligence and will power which separate and mark out one man from another. Whether or not the marks given here correctly indicate the capabilities or the effort which each one of you has displayed, no man can know, but they are given, I feel, honestly and do express the best judgment of the instructors as to what you have accomplished and how you have done it.

You have been given a year for serious thought and study of the problems of military aviation. At your disposal have been placed all of the advantages that the Air Service could afford. You should have gained a better knowledge of your own arm and a better and more general appreciation of the other services. It is a privilege to attend this school, but with it go certain very definite responsibilities. We have a perfect right to expect more from the graduates of this school than from other officers who have not as yet been fortunate enough to take the course, and it will be sadly disappointing if you should ever be found wanting in a situation of which you are supposed to be the master. Military men have always needed knowledge, but never in the history of the world has it been more important for officers to be well informed than at present. While the basic principles of warfare have not changed, while General Forest's definition of strategy, - getting there first with the most men may still hold good, warfare has become more mechanical, the masses to be moved are greater, the distances to be traversed in brief spaces of time are longer and the training of both officers and men must be more intense.

The Air Corps is developing. Few things in it are yet stabilized. Few have been reduced to a precise formula. No great mass of precedent is available to us as it is to other arms. Each day carries us a step further into new and unexplored fields. It is this fact, or rather these facts, which make the Air Corps the most progressive of all arms and provide for our personnel an interest which cannot be equaled elsewhere in the military service. It is these facts also which impose upon us unusual obligations.

As graduates of this school it is your duty and your privilege to transmit

what you have learned here to others. While I repeat there is no desire to rob any officer of initiative, while it cannot be held that the doctrines enunciated at this school are beyond question final and conclusive, it is important that the highest aims of the Air Corps, its capabilities, its limitations as well, and its employment should be preached faithfully, diligently and intelligently by those who understand them best. In no other way can we properly play our part, grow always, yet retaining all the time a close coordination of thought and action.

You all go within a short time to the General Service Schools. You will there be brought in contact with officers of all branches. It is essential that each of you should remember that a little part of the fair name of the Air Service is held in the hollow of your own hand, that as you appear, and appearance means quite a lot, to these other men, so in some measure will the Air Corps itself appear. You have an opportunity, a privilege, a duty, call it what you will it rests with you as to what you will do with it. I can only assure you that my confidence and my good wishes go with you. We of older years must soon step aside and leave to your younger hands the conduct of affairs. May it be said of us that "We have meant well, tried a little, failed much," and when greater and greater responsibilities rest on you, may your shoulders be strong enough to bear them, may you profit by your mistakes, may you succeed where we have failed and may the destiny of this Corps which we love be safe in your more capable hands."

Following his address, the Chief of the Air Corps presented diplomas to the following officers: Majors H. Geiger, H.M. Hickam, L.J. Hefferhan, H.J. Knerr, F.H. Colman, M.F. Davis, Captains L.L. Harvey, W.E. Farthing, G.C. Kenney, E.W. Duncan, 1st Lieuts. St. Clair Streett and L.W. Motley, all of the Air Corps, and to Major C.E. Lutz, Captain L.M. Bourne and 1st Lieut. F.O. Rogers, all of the U.S. Marine Corps, and Captain Carlos Sartorius, Spanish Army. The presentation of diplomas was followed by a selection by the band, then by a benediction by the Chaplain. The national anthem by the band concluded the ceremony.

After the conclusion of the exercises an informal reception was held in order that those attending might meet General Patrick and Major Brainerd of the Marine Corps, who was a special guest of the Commandant for the exercises.

The graduation this year marked the end of tours of duty as officials and instructors in the school of a number of officers, some of whom have been with the school for a number of years. The Commandant, Major Westover, relinquishes his duties next fall to become a student in the school; Major Naiden, who has so ably carried on the duties of Assistant Commandant and Director of Instruction, will attend the War College in the 1926-27 class; Major Harms will take the course at the Army Industrial College; Major E.B. Lyon, who has been an instructor, will take the course at Leavenworth this fall; and Captain H.W. Cook, who has also been an instructor, has been ordered to duty as instructor of the Air Corps Unit of the Indiana National Guard.

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RESERVE OFFICERS GO IN TRAINING

Preparations are being made at various Air Corps fields for the training of Air Corps Reserve officers.

At Fort Sam Houston, Texas, preparations are nearly completed for the reception of the first class of thirty officers, who begin their 15 days yearly active service on July 18th with the 12th Obs. Squadron. Tents, kitchen and mess hall are under construction, and everything is being done to furnish these officers with comfortable quarters and good service, in order that their stay may be made pleasant as well as profitable. Training schedules have been prepared, and in addition to the eight flying instructors permanently with this field, seven will be placed on detached service from Ellington Field, Houston, Texas, at this field during the Reserve Officer training season. Immediately after the completion of the first class, a second and then a third class of thirty officers each will attend a refresher course of 15 days each, so beginning with July 18th, ninety Air Corps Reserve officers will receive training with this Air Corps unit. In addition to the above, 8 officers of the 103rd Division Air Corps (Observation) will attend a course of training of 15 days during the month of October.

At Scott Field, Ill., preparations are also being made for 30 officers of the Air Corps Reserve, who will arrive July 18th for their annual two weeks' training. This training embraces short courses in Company Organization and paperwork, Photography, Meteorology, Airship Construction, Gas, Balloon Inflation,

Artillery, Replage and Liaison, and accompanying subjects, as well as actual flights in all types of lighter-than-air craft. The course this year will be subdivided into the Red, White and Blue courses, according to the latest training regulations.

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88th SQUADRON FLYING TIME

A total of 35,400 cross-country man miles were flown by officers and enlisted men of the 88th Squadron, Air Corps (R.S.) and 7th Photo Section, Air Corps, Fairfield, Ohio, during the period from January 1, 1926, to June 30, 1926.

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THE R.O.T.C. CAMP AT CHANUTE FIELD

College students, 43 in number, under the command of Major Maxwell Kirby, Air Corps, are now undergoing six weeks' military training at the R.O.T.C. Camp at Chanute Field, Rantoul, Ill. The majority of these young men (32) are undergraduates of the University of Illinois; five are from the University of Michigan and six from the Culver Military Academy.

The students are quartered under canvas on the flying field. The tents, which are large enough to accommodate four bunks with room to spare, are floored, screened and electrically lighted. Shower baths are within a few steps of the camp and hot water is always available.

Reveille is called at 5:45 a.m. The day's work begins at 7:00 o'clock. During the six weeks' training course the men take up practical work with the pistol on the pistol range, trap shooting, machine gun work, bomb dropping, aerial photography, practical air work, sketching, writing observation reports after flights, practical work on aviation engines and on rigging of airplanes. Regular lectures are given on military organization, the organization of the Air Corps and its different branches, and the tactics thereof; military history; military law; citizenship; and first aid. They are also given close order drill and calisthenics.

The students call it a day at 3:30 p.m., except on Saturdays, when the closing hour is at noon. Urbana, Ill., where the University of Illinois is located, is but seven miles from Chanute Field, and this makes it convenient for the ROTC students to go back to their college town on week ends. The men perform one tour of guard duty per week and one of kitchen police.

The students appear to be very enthusiastic about the Air Corps and are most eager to make airplane flights, but due to the limited number of serviceable planes at Chanute Field it has been found necessary to curtail their time in the air. During the first ten days or so of their encampment at Chanute Field they took turns at fifteen-minute flights each in Curtiss "Jennies", being piloted by Lieuts. K.A. Alcorn, W.D. Phillips and J.E. Sanborn, Reserve officers on 15 days' active duty at Chanute. Four flying cadets were then ordered there to perform this duty.

The University of Illinois, one of the largest educational institutions in the country, has two years of compulsory military training. In the last two years of the university course such training is elective on the part of the students. During the first two years the students are given military training three hours a week. Those who elect to continue their military training in their junior and senior years devote five hours a week to same and receive approximately \$10. a month, in addition to a ration allowance. The University refunds tuition fee to those students taking the four-year military course who attain the grade of Captain or higher in the cadet rank.

The Air Corps unit at the University of Illinois is organized into a group of four squadrons, each having two flights, with cadet commanders throughout. In September, 1925, 493 students registered for the Air Corps R.O.T.C. unit, but the failure of 30% of the students to pass the 609 examination, and losses due to various other causes reduced this number to 233 at the end of the school year.

The officer in command of the Air Corps R.O.T.C. Unit at the University of Illinois is Major Maxwell Kirby who, because of the fact that he has no one to assist him in his work, has a difficult task on his hands. In an interview the latter expressed the opinion that a tremendous amount of paper work would be

saved by requiring only those students to take the 609 examination as elect to take the military course for the entire four years, the examination to be given them only at the start of the third year. At the present time as fast as first year men register for the Air Corps ROTC unit they are required to take the 609 examination. Thus, several hundred men are yearly examined, many of whom fail in their physical examination or have no intention of continuing military training beyond the first two years.

During the first two years at college the military training of the ROTC students consists of close order drill for two hours a week and one hour of theoretical study on military organization, customs of the service and first aid. In the last two years, two hours a week are devoted to close order drill and three hours to such subjects as organization and tactics of the Air Corps, radio and buzzer work, motors, pistol firing, military history and leadership.

Major Kirby states that the students under him are very enthusiastic about the Air Corps, and that they strive to their utmost to learn all they can about it. This year 34 students expressed their desire to go to the Primary Flying School at Brooks Field to take flying training in the class starting next September. Last year only four students of the University were sent to Brooks Field for flying training. This year ten students thus far have made application to take the examination for a commission in the Regular Army.

In the matter of sending candidates to Brooks Field for flying training it is Major Kirby's opinion that the ROTC students should be given preference for the following reasons: they are all selected men; they have already been accepted in the advanced military course; they have passed the 609 physical examination at least twice by that time; they have had sufficient instruction in military aviation to know almost exactly what instruction they will receive at the Primary Flying School, and therefore are not going to resign through disappointment of one kind or another; and last, but not least, they are a thoroughly educated class of young men well qualified to absorb all the instruction given them.

Major Kirby asserted that the interest in Air Corps matters at the University of Illinois is increasing by leaps and bounds, evidence of this lying in the fact that a great many of the students are taking aeronautical engineering at the University. In registering students last September for the Air Corps ROTC, it was necessary to refuse over 100 applications because of the lack of facilities to take care of the entire number of applicants. Illinois University has an enrollment of about 10,000 students, and has six ROTC units covering the following branches of the military service: Cavalry, Infantry, Artillery, Air Corps, Engineers and Signal Corps. With the exception of the Air Corps, all of these units have more than one member of the Regular Army to take care of the work incident to their operation. The Cavalry unit has six officers; Infantry, six; Artillery, seven; Engineers, two officers and one noncommissioned officer; and Signal Corps, one officer and one noncommissioned officer.

Major Kirby believes that with sufficient assistance to take care of the instruction of all candidates who apply for the Air Corps ROTC unit, it would be the most popular branch of the service at the University. Pointing to the fact that the Artillery has a total of 20 ROTC units as compared with only six Air Corps ROTC units, he states that, with the proper energy devoted to the task, a large Air Corps ROTC can be built up in this country.

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WORK OF THE SAN ANTONIO AIR INTERMEDIATE DEPOT

During the month of May the Engineering Department of the San Antonio Air Intermediate Depot, Duncan Field, Texas, under the direction of Lieut. A.W. Vanaman, Chief Engineer Officer, overhauled the following airplanes and engines: Airplanes - 7 DH4M-1, 16 JN, 1 VE-9, 1 NBS-1, 1 DH4B, 3 PT-1, 1 CO-4, 1 TA-6, 1 Douglas C-1, total 32; Engines - Liberty, 29; Wright-E, 50; Lawrence J-1, 1, total 80.

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AIRSHIPS PASS IN REVIEW. ✓

An event unique in the history of lighter-than-air aviation in this country recently occurred at Scott Field, Ill., when seven airships were in the air at one time - the first time that number of lighter-than-air ships were ever assembled at one place in this country in actual flight. Commenting on the precedent thus established, the NEWS LETTER Correspondent states that it is a precedent the continuance of which is neither impossible nor difficult, and in times to come that which is now an epoch will be a commonplace occurrence.

AIR CORPS ENGINEERING SCHOOL COMMENCEMENT
By A. M. Jacobs

The first commencement exercises for a class concluding the general engineering course of the Air Corps Engineering School were held in the McCook Field Auditorium on Saturday morning, June 26th. The stage was flag-draped, and a large floral piece emblematic of success, sent by an admirer of the corps d'esprit of this particular class, formed decorations in keeping with the simplicity of the ceremony.

Major Curry opened the exercises with a brief history of the Engineering School. The first class, coming in 1919, he said, was open to senior officers only and contained seven or eight members. Gradually, junior officers were admitted to the school until today they usually form the majority of the students. The purpose of the school is to give officers advanced work in aeronautical engineering. Each year the number of requests for admittance into the school is greater than can be complied with, and the demand by the various Air Corps units for the graduates likewise overtops the supply. The present class, the seventh to complete the General Engineering Course, he said, had shown an unusual interest in the school and in their work, one phase of this interest taking the form of a year book, the first to be issued.

Major Curry introduced the Rev. B.T. O'Riley, President of the University of Dayton, who delivered the baccalaureate address, pleading for a greater thoroughness in American education. Formerly, he said, labor was divided into two groups, skilled and unskilled. Now we have the specialist. Formerly, the doctor, lawyer, the divine - in short the professional man, - wielded the greatest influence in the world. Then as modern industrialism claimed the center of the stage, a new profession, that of engineering, became increasingly important. To save America from the stigma of being the "best half-educated nation in the world", as some noted educator has described us, the speaker made a plea that every man before him try not only for breadth but thoroughness in his learning. Major Curry then awarded the certificates with appropriate remarks as each officer stepped to the stage to receive the symbolic reward of his year's work.

They seemed not so much older or bigger boys than those we had seen at a college commencement some days earlier, although for Captain Houghton, Major Curry cited five young "replacements" and Major Milling was spoken of as one of the Air Corps pioneers. Lieut. Carl F. Greene, whose "Dear Ed" letters are familiar to News Letter readers, and Lieut. Phillips Melville, the Air Corps Artist, were also members of the class, which partially accounts perhaps for the inspiration of the year book, Lieut. Greene having served as its editor.

The students receiving certificates were: Majors Thomas DeWitt Milling and Paul T. Bock, Captains Junius H. Houghton and Clinton F. Woolsey; Lieuts. Robert G. Breene, Carl F. Greene, Glenn T. Lampton, Ivan G. Moorman, Phillips Melville, George V. McPike, John F. Whiteley, Ennis C. Whitehead and David G. Lingle.

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AIRSHIP FLIGHTS AT SCOTT FIELD

During the period June 28th to July 10th, a total of 218 hours, 39 minutes was flown in various types of lighter-than-air craft at Scott Field, Ill., as follows: TA ships, 80½ hours; TC ships, 111 hours, 20 min.; TS-1, 20 hours, 45 min.; free balloons, 6 hrs. 4 minutes. The man hours totalled 1133 hrs. 45 min. in lighter-than-air and 55 hrs. 10 min. in heavier-than-air craft.

As can be seen from the above, the RS-1, freshly topped off with Helium, has again come into her own, and she is now a familiar celestial body to the natives within a radius of several hundred miles from the field. Her latest trip, made at night, took Lieut.-Col. John A. Faegelow over the scenes of his childhood in the environs of California, Missouri.

The summer schedule now being in effect, night flying is the order of the day - or night. Weather permitting, the airships leave the hangar at 6:00 p.m. and remain out until midnight. The six-hour period is broken into three flights to allow the maximum number of the personnel to fly.

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MEAN WEATHER CONDITIONS

By Lt. Donald G. Duke, Chief Airways Section

Whether the first word of the above title is an adjective or noun makes little difference in this narrative, since the fact remains that weather conditions alone some sections of the Model Airway are mean plus.

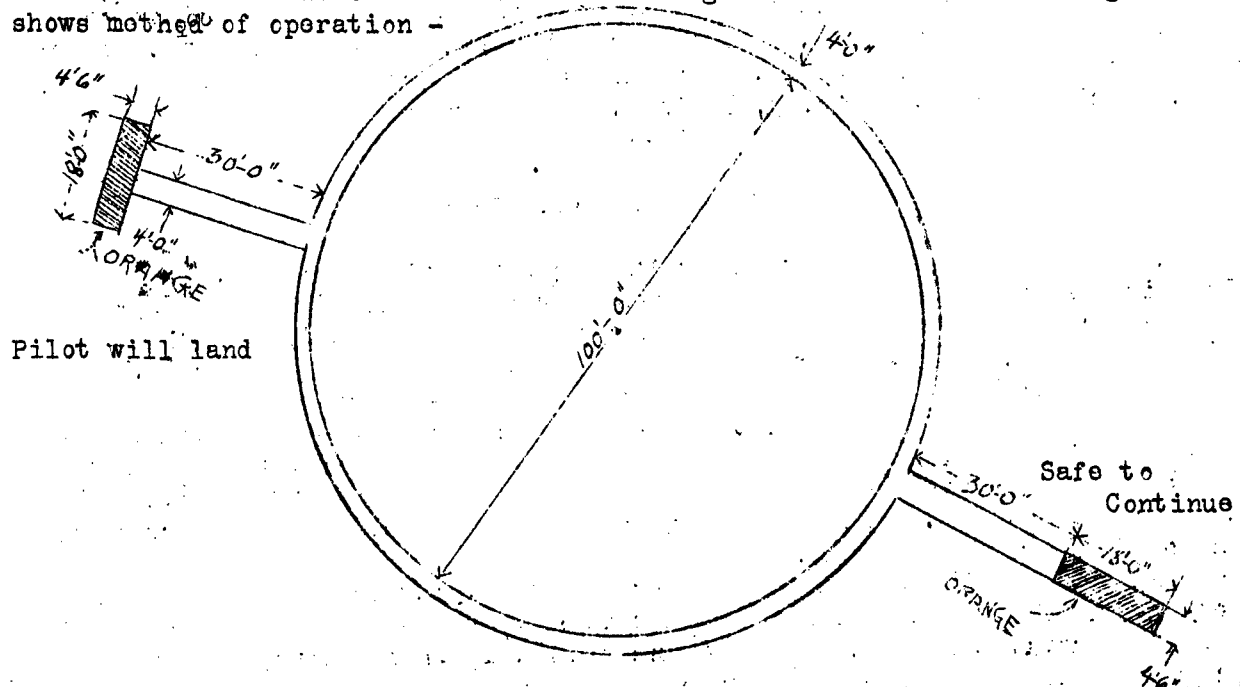
It is not at all a strange coincidence then that some of our recent graduates of the Advanced Flying School, venturing aloft with more confidence than experience upon their first extended cross-country flights away from the flat expanses of their training ground where excellent flying conditions prevail, learn to appreciate the value of dependable weather information. Environment makes us creatures of habit, yet in no other vocation are bad habits so prolific of danger as in piloting military aircraft. The pilot who gets through when the others "flop", falter or hesitate at the sight of a black cloud is not the reckless variety so often condemned for bad judgment. Records show on the contrary that time and time again more experienced pilots through an indomitable spirit have proven equal to emergencies when weather conditions would seem to present an impassable barrier.

There are few, if any, pilots of the border patrol vintage who still deny the need for advance information on meteorological conditions. Rather have they become devoted converts of the weather board through a sincere appreciation of its value as a medium for more efficient flying.

Analysis of scheduled airways flights for the past year shows a total of 63 forced landings, 44 of which were caused by inclement weather - motor trouble being a negligible reason. Numerous delays in scheduled operation were also caused by inclement weather. The importance of better and additional facilities for dissemination of weather information is further emphasized when it is realized that 10 of the forced landings referred to occurred while planes were traversing the 60-mile sector of the Allegheny Mountains between Cumberland, Md., and Uniontown, Penna.

With the completion of radio meteorological stations now being erected at these two points and facilities installed for the practical application of the block signal system to aerial navigation along this stretch of the Army Model Airway, the number of forced landings and frequent delays peculiar to this area will be minimized.

Application of the block signal system to be installed first at Cumberland and Uniontown is based on use of the conventional 100-foot white circle with 30-foot permanent arms 4 feet wide (same color and material as circle) projecting from the circle's periphery in the two or more directions usually flown from the airdrome concerned. Orange colored panels 18 feet long and four and one-half feet wide are then employed to indicate to pilots flying over the airdrome whether it is safe to continue in a given direction. The diagram below shows method of operation -



A pilot, whose course in a given direction is blocked, must land to await official clearance from those in charge before proceeding either in the direction intended or returning to the airdrome from which he came. This arrangement will further safeguard flying for both military and commercial air traffic, and enable those in authority to know the location of all planes en route over an airway through radio communicated reports of arrivals and departures in much the same manner as the railroad dispatcher accounts for the location of trains en-route over a given sector.

Although better aids to aerial navigation are being constantly employed, the standard of performance is still determined by the proficiency of individual pilots. A thorough knowledge of the terrain to be flown over, available landing fields and prominent land marks, combined with skill in operation of equipment, has enabled many pilots to navigate through unexpected bad weather after forced landings seemed imperative. To this end the year round operation of the Army Model Airway has been of inestimable value in the training of personnel, collection of meteorological data, testing of equipment, transportation of package cargo and improvement to navigation maps, all contributing factors and by products of the final objective - an established airway connecting centers of military activity over which tactical air corps units may be flown with maximum speed, safety and comfort and with equal facility by night or by day.

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PHILADELPHIA - WASHINGTON AIR LINE ✓

A definite air route has been established between Washington, D.C. and Philadelphia, Pa., called "The Philadelphia Rapid Transit Company", - P.R.T. for short. The Company is operating Fokker tri-motor monoplanes daily over the route on a schedule connecting the two cities in one hour and thirty minutes.

New planes are being used and are fitted up luxuriously and comfortably. They are equipped with brakes for short landings, while the three Wright air-cooled motors are considered an almost absolute guarantee against forced landings. A dozen or so people can be carried together with their baggage. This is the airplane which does not spin or nose dive.

The Headquarters of the Company is 237 South Broad Street, Philadelphia, with the Washington office in the lobby of the Washington Hotel.

The line, while only in operation a short time, is proving a big success. It is especially convenient during the Sesqui-Centennial Exposition. People attending the Centennial at Philadelphia can make a flight to Washington over historic ground and cities, and thereby make the visit to the Centennial of more value. Likewise, tourists to Washington can visit the Centennial with the advantage of the airplane flight and all that it implies. Round trip tickets are sold which are good for 15 days between each city. The fare is \$15.00 one way and \$25.00 round trip.

This airline between America's two historic cities should prove very valuable to all visitors in the East, and also to others who have not had an opportunity for safe airplane rides. The planes land at Philadelphia at the edge of the Centennial grounds, and in Washington on the Municipal Field at the end of the Washington-Virginia bridge, which is only seven minutes from the business district of the city. The planes leave Washington at three in the afternoon daily.

The Army Air Corps wishes success to this airline, and to all others which are starting.

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AIR CORPS ENLISTED MEN STEADY ON THE TRIGGER

The First Pursuit Group, Selfridge Field, Mich., performed some remarkable shooting during dismounted pistol practice recently held at that field, the average score per man being 80.2%, or .2% above the score necessary to rate a man as expert.

Of the total of 203 enlisted men on the rolls of the 1st Pursuit Group, 175 completed the firing course, 23 of the men who did not fire being on detached service, 4 on leave and one sick. All of these 175 men completed the firing course, 89.7% (157 men) qualifying as follows:- 109 as experts, 18 as sharpshooters and 30 as marksmen.

The 1st Pursuit Group Headquarters, with nine men, made a perfect (100%)

record, all of them qualifying, the average score per man being 85%. The 57th Service Squadron, which captured second place with 95% of its men qualifying - average score per man 84% - made a most noteworthy record in that but two of the 41 men failed to qualify and 31 qualified as experts, 4 as sharpshooters and 4 as marksmen. The following summary gives in detail results of the firing:

Organization	Experts	shooters	Marks- men	Not quali- fying	Total Firing	Percent Qualifying	Av.Score per man
1st Pur.Group Hq.	6	2	1	0	9	100%	85%
57th Service Sqd.	31	4	4	2	41	95%	84%
95th Pursuit "	16	3	3	3	25	88%	80%
27th " "	19	4	8	4	35	88%	78%
17th " "	19	3	7	5	34	85%	78%
94th " "	18	2	7	4	31	87%	77%

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A NEW FRATERNITY IN THE AIR CORPS ✓

The Caterpillar Club has a worthy rival in the field - the One-Wheel Landing Club. Quite a number of Air Corps pilots are eligible for membership in this new organization. It is regretted that up to this time a list of such eligibles has not been prepared, but one of these days when the weather is cool an attempt will be made to compile such a list. In the meantime, readers of the NEWS LETTER who happen to know of any one-wheel landings and can send in an account of such incidents, names of pilots, dates, etc., will be of great assistance in the compilation of the membership list.

The thought of such an organization never suggested itself until the NEWS LETTER Correspondent from the Philippines brought up the subject in the following story:

"The 6th Photo Section is still a flying organization only because its one ship was saved from the salvage pile by a lucky landing. On Tuesday, May 18th, Lieut. James P. Hodges and Sergeant Williams, our new aerial photographer, were taking off on a photo mission. When in the air they luckily circled the field before 'shoving off', and therefore could not avoid seeing the unusual commotion on the ground. Men were pouring out of the hangars and shops onto the flying field. Wondering where the fire was, Lieut. Hodges and Sgt. Williams turned and flew back down the line. They were terribly surprised when they found out from the waving crowds and upheld wheel that they were the object of interest and that Number 22 had lost a wheel. As Lieut. Hodges expressed it, he felt like a little boy who had been caught in a tag game and hears the other yell - 'You're it.' However, after ascertaining from another ship in the air at the time that the remaining wheel was on the left side, they came down and were lucky enough to get the ship rolling along balanced nicely on the left wheel. Only the right wing and aileron horn were broken. Lieut. Hodges is hereby qualified for membership in the 'One-Wheel Landing Club'."

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NIGHT PURSUIT PROBLEMS ✓

A series of interesting night pursuit problems were recently carried out in the vicinity of Langley Field and Fort Monroe, Va., the object being in general to determine the extent of cooperation which is possible and necessary between night pursuit airplanes in flight and searchlight units. An SE-5 airplane piloted by Capt. H.W. Cook, an NBS-1, piloted by 1st Lt. K.N. Walker, and searchlight units from Ft. Monroe, Va., participated in the series of seven problems.

In each problem a definite area or objective was specified as the target of the attacking bomber, which in the different problems approached their objective at various altitudes. It was then the work of the searchlight units to locate the bomber and indicate its position to the pursuit pilots by holding the bomber in the intersection of the two beams. The pursuit ship was equipped with a blinker to be used in signalling to the searchlight units if the pilot desired the lights to go out of action after he had located the bomber. This system of communication operated efficiently and gave the desired results.

In the first problem the bomber was illuminated when at a distance of five

miles from the objective and the pursuit plane in position to attack the bomber when the latter was still $2\frac{1}{2}$ miles from the objective. The searchlights were signalled to go out of action and the pursuit pilot could still follow the bomber without the aid of the lights. During the simulated attack from below, the pursuit ship could easily be seen from the bomber, as the pursuit ship's wings were painted yellow.

An additional problem for the purpose of testing the efficiency of parachute flares in conjunction with searchlights was conducted in much the same general way as the first, but a faulty altimeter on the bomber resulted in the flares being dropped at a much lower altitude than had been planned.

Two of the problems were to test the efficiency of the combined action of anti-aircraft and night pursuit in repelling bombardment attacks at night, and to test the efficiency of the lights in revealing to the pursuit pilot the position of a bombardment plane in flight by placing diffused beams across and below the course of the bomber. Both of these problems gave data to the pilot which will be of value in the future.

A separate problem was flown for the special purpose of determining whether or not an observer in a bomber illuminated by ground searchlights could see an attacking pursuit ship. It was found that the attacking pursuit ship was normally not visible to the gunners in the bomber when the searchlights were continued in action on the bomber and was therefore not likely to be subjected to destructive fire from the bomber.

It was noted during the course of the problems that, with fair conditions of visibility, a bomber could be followed without the aid of searchlights. Once having been located by the aid of lights and under good visibility conditions the bomber could be located at night without artificial illumination.

The officers who conducted the problems feel that the information gained as a result of this work will be of considerable value to the Air Corps in planning night pursuit action against attacks by bombers.

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TWO VETERAN ARMY AIRMEN LOSE THEIR LIVES.

The Army Air Corps lost two of its veteran pilots during the month of June in the persons of Major William L. Moose, Jr. and 1st Lieut. Karl deV. Fastenau. The fatal crash of Major Moose occurred at Mitchel Field, N.Y., on June 22d. Piloting a DH4M-2 airplane, Major Moose took off on a reconnaissance flight, carrying as passenger Wp. T. Point, one of the group of about 60 West Point Cadets sent by the War Department to Mitchel Field to study aviation and undergo some flying training. According to witnesses, Major Moose encountered motor trouble while at an altitude of about 300 feet, and in his attempt to turn back into the field with the wind the plane stalled and dived to the ground. The plane immediately caught fire.

Lieut. Fastenau, on June 28th, was making a practice flight at Chanute Field, Rantoul, Ill., in a Sperry Messenger. Witnesses of the accident are of the opinion that the airplane fell out of control, though the investigating board was unable to determine the exact cause of the crash.

Major Moose was born at Morrilton, Ark., Sept. 12, 1881. After graduating from Hendrix College, Conway, Ark., in 1903, he was appointed the same year a cadet at the U.S. Military Academy. Upon graduation in 1907 he was commissioned a 2nd Lieut. and assigned to the 15th Cavalry, with which he was affiliated until 1914. After graduating from the Mounted Service School, Major Moose served as an instructor at that school until 1914. Upon his promotion to 1st Lieut. in May, 1914, he served with the 9th Cavalry until November of that year, and then with the 8th Cavalry until February, 1916, when he was promoted Captain and sent back to his old regiment, the 15th Cavalry.

On October 10, 1917, Major Moose was transferred to the Aviation Section, Signal Corps, in the grade of Major, and was promoted temporary Lieut.-Colonel August 20, 1918. He received his flying training at Rockwell Field, San Diego, Calif., and on July 1, 1918, was rated Junior Military Aviator.

From August 1, 1918 to Nov. 1st of that year Major Moose was on duty in the Office of Director of Military Aeronautics, Washington. He was then transferred to Mitchel Field, N.Y., where he served as Executive until March, 1919, and as Commanding Officer until August, 1920. His next assignment was as Commanding Officer of the Aviation General Supply Depot, Richmond, Va., where he served until August, 1922. After graduating from the General Service School, Fort Leavenworth,

worth, in 1923, he served for a short period with the Organized Reserves, 2nd Corps Area, and was then transferred to Mitchel Field for duty.

Lieut. Fastenau, or "Fasty", as his friends called him, was born June 23, 1893, at Pekin, Ill. In 1916 he graduated from the University of Minnesota as Electrical Engineer. He served with the Minnesota National Guard along the Mexican Border in 1916 and 1917, and after the outbreak of the War he joined the Aviation Section, Signal Corps, and was sent for ground school training at Princeton University. Upon his graduation therefrom on September 29, 1917, he was ordered overseas, sailing October 13, 1917, and was assigned as flying cadet at the 3rd Aviation Instruction Center. As Lieut. Fastenau often expressed it, he grew gray in the service as a Cadet, for he did not receive his commission until May 13, 1918. He was sent to Foggia, Italy, for flying training on Feb. 6, 1918, and completed his course on May 7th. On May 23rd he was transferred to the 2nd Aviation Instruction Center, where he continued his flying training until Aug. 23, 1918. From that time until Dec. 2, 1918, Lieut. Fastenau was on duty as ferry pilot, and he flew many types of ships.

Upon his return to the United States, March 13, 1919, he was sent to Fairfield, Ohio, as Engineer Officer. In 1920 he was assigned as student to take the aeronautical course at the Massachusetts Institute of Technology, Cambridge, Mass. He graduated therefrom with the degree of Master of Science, specializing on aero engines. He was then detailed to the Engineering Division, McCook Field Dayton, Ohio. In June, 1924, he was transferred to Phillips Field, Aberdeen Proving Grounds, Md., where he served until March, 1926, when he was transferred to Chanute Field.

Lieut. Fastenau was one of the best engineer officers in the Air Corps. He was an excellent pilot, with considerable experience in night flying. Of an amiable and cheerful disposition, this popular young officer's smiling face will be sadly missed by all of those who were fortunate to know him.

The Air Corps, as well as the Army at large, suffered an irreparable loss in the untimely demise of the above named officers.

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WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes of Station: To Bolling Field, Capt. Wm. H. Crom, Office Chief of Air Corps; - to Kelly Field: Lieut. John M. Clark from San Antonio Air Intermediate Depot; 1st Lieut. Wm. K. Moran from foreign service; Lieut. James L. Grisham from Little Rock, Ark.; Lieut. Royal B. Lea from duty with Organized Reserves, 3d Corps Area, Pittsburg; to Brooks Field: Lieut. Samuel M. Connell from Mitchel Field; Lieuts. Wm. L. Boyd, Ralph A. Snavely and Charles M. Cummings from foreign service; 1st Lieut. Charles W. Sullivan from foreign service; - to Chanute Field: Lieut. Albert B. Pitts from Rockwell Air Intermediate Depot; Major Paul T. Bock from Air Corps Engineering School; to McCook Field: Capt. Edgar P. Sorenson, from Adv. Flying School, Kelly Field; Lieut. Donald D. Fitzgerald from Kelly Field; Lieut. Ivan G. Moorman from Engineering School; Lieut. Reuben C. Moffatt from Walter Reed Gen. Hospital; to Mitchel Field: Lieut. Harold R. Wells from Mass. Inst. of Technology; Lieut. Frederick M. Hopkins from Kelly Field; - to Langley Field: Lieut. Benjamin T. Starkey from Phillips Field, Md.; 1st Lieut. Edward A. Hillery from foreign duty; Lieuts. Leslie F. Young and Howard H. Couch from Scott Field upon completion of course at Balloon and Airship School; Capt. Robert L. Walsh from Office Chief of Air Corps, as student at Tactical School; - to Office Chief of Air Corps, Washington: Lieut. Dache M. Reeves from Kelly Field; Lieut. John Y. York from Scott Field upon completion course at Balloon and Airship School; Lieut. James F. Powell, from Phillips Field, Md.; 1st Lieut. Joseph W. Benson from foreign service; Lieut. Leslie P. Holcomb from Ft. Sam Houston for lighter-than-air training; - to Walter Reed General Hospital for observation and treatment: 1st Lieut. Charles H. Mills from Chanute Field; 1st Lieut. George V. McPike from McCook Field; - to Wright Field: Lieut. Harold L. Clark upon completion of foreign service; - to Selfridge Field: 1st Lieut. Irwin S. Amberg upon completion of foreign service; Lieut. St. Clair Streett from A.C. Tactical School, Langley Field; 1st Lieut. Arthur G. Liggett upon completion of foreign service; to Norton Field, Columbus, O.: Lieut. Frank M. McKee from Walter Reed General Hospital; to Detroit, Mich. as procurement planning representative of Air

Corps: Lieut. Leland C. Hurd from Office Chief of Air Corps; - to Pittsburgh, Pa. for duty with Organized Reserves: Capt. Thomas S. Voss; - to Rockwell Air Intermediate Depot: 1st Lieut. Oliver P. Gothlin from foreign service; to Dayton, O. in connection with industrial War Plans Work, Lieut. Sigmand F. Landers upon completion foreign service; - to duty as Instructors National Guard- at Nashville, Tenn 1st Lieut. Wm. V. Andrews from foreign service; at Boston, Mass: 1st Lieut. Clarence E. Shankle; to Little Rock, Ark: Lieut. Leland R. Hewitt from Maxwell Field; - to Marshall Field, Kansas: 1st Lieut. Ray G. Harris from foreign service to Chicago, Ill., for duty with Air Corps at Hqrs. 6th Corps Area: Col. Chalmers G. Hall, from Naval Air Station, Lakehurst, N.J.

Following officers ordered to duty in Philippines, sailing on dates indicated: 1st Lieut. John D. Corkille, Oct. 29th; 2nd Lieut. Paul W. Wolf, Aug. 20th; CAPT. Wm. F. Vollandt and 1st Lt. Lucas V. Beau October 6th.

Following officers ordered to duty in Hawaii, sailing on dates indicated: 2nd Lieut. Joseph H. Hicks, Sept. 30th; 1st Lieut. George V. McPike, Oct. 6th; 1st Lieuts. George G. Cressey and Max F. Moyer, November 16th.

Lieut. Carl A. Cover, Fairfield A.I.D., to Santa Monica, Calif. as Air Corps representative at Douglas Aircraft factory, for 4 months, during absence of Lt. Erik H. Nelson, then to sail about Jan. 13th for duty in Hawaiian Department.

Following officers ordered to duty in Panama Canal Zone; sailing on dates indicated: Capt. Clinton F. Woolsey, Dec. 2; 1st Lieuts. Edward D. Jones, Wm. B. Souza, Dwight J. Canfield, Pardoe Martin, Edward V. Harbeck, Arthur E. Simonin and Capt. Oliver W. Broberg.

Major Frank D. Lackland relieved as Comdg. Officer, San Antonio Air Intermediate Depot, and to assume Command of 3rd Attack Group, Galveston, Texas.

Major Charles J. Browne, upon completion of duty in Philippine Department, to proceed to Washington for duty in Office Chief of Air Corps.

Orders directing 1st Lieut. David G. Lingle to proceed to Philippines revoked.

Major Frank M. Kennedy, McCook Field, assigned as student at Air Corps Engineering School.

Major James E. Chaney designated as Commandant, Air Corps Primary Flying School at Brooks Field, Texas.

Promotions: 1st Lieut. Douglas Johnston to Captain, with rank from May 16th; 1st Lieut. Lawrence P. Hickett to Captain with rank from May 16, 1926.

Reserve Officers ordered to Active Duty for 15-day periods: 1st Lieut. Edward Meeker Haight at Maxwell Field - 1st Lieut. Mac Short to McCook Field - 1st Lieut. George Leroy Murray to Bolling Field - 2nd Lieut. Henry A. Frese to Kelly Field - For 6 months' period: 2nd Lieut. Ivan M. Palmer, July 5th; 2nd Lieut. Reuben Kyle, Jr. July 4th and 2nd Lieut. Benj. Giles, July 10th, with 3rd Attack Group at Fort Crockett, Texas - 1st Lieut. George G. Finch, July 4th, at Selfridge Field - 1st Lieut. Edwin H. Bassett, July 5th, at Langley Field - 2nd Lieut. Clinton W. Davies, July 7th, at Selfridge Field; - Capt. Wm. H. Francisco, July 1 and 1st Lieut. Bert P. Meyen, July 10th, to Langley Field.

Relieved from duty in Air Corps: 2nd Lieut. Kenneth C. Strother to Infantry and to duty with 2nd Div. at Fort Sill, Okla. - 2nd Lieuts. Harold S. Gould (FA), Everett S. Emerson (Engineers), Voris H. Connor (Field Art.) to duty with 2nd Div. Ft. Sam Houston, Texas - 2nd Lieuts. Wm. O. Heacock, Branner P. Purdue, John W. Black, 1st Lieut. George H. Bare, 2nd Lieut. Thaddeus E. Smyth to 2nd Div., Fort Sam Houston, Texas; - 2nd Lieut. Harry G. Spillinger to Corps of Engineers with station at Fort Dupont, Del.

Detailed to the Air Corps: Following officers ordered to take flying training at Primary Flying School, Brooks Field, Sept. 13th - 2nd Lieut. Phillip Schwartz, Ord. Dept. - 2nd Lieut. Robert R. Martin, Infantry - 1st Lieut. Edmund W. Searby, Field Artillery, - 2nd Lieut. Donald Dunford, Infantry.

"ED" TELLS ABOUT GRADUATION OF STUDENTS FROM MCCOOK ENGINEERING COLLEGE

McCook Engineering Colledge
July 1st., 1926

Friend Ed -

I suppose you seen in the Dayton Ohio papers where thirteen of us boys have just been let out of McCook Colledge & that the Field celebrated the Event with a big Commencement. Well Ed these Graduating Exercises was supposed by I & all to be a Big Success but that just goes to show how easy it is to pull the wool over the publicks eye because when you get right down to it the affair wasnt legle on acct the flying field having been mowd recently there wasnt any daisy chain & further & more there wasnt any class Oratory so what good did it do to have a A 1 orator like Geo Mack Pike in the class none at all & to make matters worse the diplomas was all handed out in flat onvelopes instead of being rolled up & tied with a ribbon like a regular diploma. You can Imagine our Feelings. Jawn Whiteley said that with the exception of the first couple of times he was graduated from Institutions he had never felt so uneducated & Breene said he had had the same identical feeling at 4 or 5 of his own graduations & major Bock testified that he had never felt less Erudite since the time they graduated him from the A.E.F. Trench Warfare school with below average in both the Mayhem and Sawed off Shotgun courses wearas he should of been above average or superior on acct of his clean cut work with the trench knife & ellegant eye-ball Technique. What is higher education comeing to anyways he says when a fello bids goodbye to his friends and Sweethearts & slaives for a year at the engineering Colledge & then dont get the legle right to the degree of Doctor of Flying so he can write down D.F. after his name?

And Eddie Aldrin, the dean of the Colledge, ran out on us too. We thought the least Eddie would do at a Time like this would be to wear the tall silk Skimmer with which he knocked the Banzai of Japan dead with envy & got the Llamas, goat down in Tibet. But what did he do but wear a uniform the same as any ordinary Lieutenant in the Air Service.

So as you can see the affair wasnt really Binding & major Curry went & spoiled the Day for Houghton & me by telling right out loud before everybody beautiful McCook field Stenographers & all the exact No. of children which we had in our familys as of the end of the last fiscal year. What I mean it dont do any good to mix up purely family statistics with office work & anyways all as these gals would have to do before accepting any closed moters or fur coats would be to look you up in the McCook field officers directory where they got all the Married officers nailed in Black & White with an Asterisk thus (*). The only kick on this directory is that they should ought to have the Bachelors marked appropriately thus (o). (Rantoul Ill papers please copy).

To go back to the Commencement or to commence at the beginning as a fello might say if he so desired the big graduation address was given by Father O'Reilly the President of the University of Dayton who took for his text the encourageing news from Europe that "The American nation is the Best Half Educated nation in the world" or words to that general effect if you get the idea. Well Ed after they had throwed Doc Burka out and got the members of the Flying Section quieted down Father O'Reilly goes on to explain that his text didnt have anything to do with our being half witted or anything like that but was only used to bring out the importance of getting the base subjects down fine. So everything was jake again & Red Whitehead whispers to Moorman thats what I say whats the use of learning a lot of guys to bat & Field if they are going to kick games away on the bases.

Well Ed in spite of a slight German accent Father O'Reilly put out a 1st class talk and wound up with the advice not to get so rapped up in any one subject as to think nobody in any other line of business didnt know nothing too. So everybody was satisfied, the school thinking Father O'Reilly was taking a crack at the flying Section & the flying Section thinking the same about the school, with many of them.

Yrs for higher education,
Ed.

NOTES FROM AIR CORPS FIELDS

Fourth Composite Group, Philippine Islands, June 7th.

Headquarters, 4th Composite Group: The organization Blow-Out, which was held at one of the numerous beauty spots of the Islands (Montalban) with its wonderful waterfall and large mountain peaks surrounding it, was unanimously voted a huge success. We are looking forward to the time when it will be possible to spend another day at the same place. Under the supervision of Post Sgt. Major "Shorty" Ketchem, the party went off without a mishap. Beer and sandwiches were to be had the whole time the gang was there, 7:00 a.m. to 4:00 p.m.

1st Lieut. Charles E. Thomas, Jr., who arrived on the Transport THOMAS May 4th, was assigned as Post and Group Personnel Adjutant.

1st Lieut. Arthur J. Melanson was transferred to the organization May 4th and has taken over the duties of Organization Commander.

28th Bombardment Squadron: 1st Lieuts. Paul E. Burrows and Carlton F. Bond, who arrived on the THOMAS May 4th, were assigned to the organization.

1st Lts. L.L. Koontz and John W. Monahan left May 17th on detached service for 30 days with permission to travel on the Island of Luzon, while Lieut. Wm. M. Lanagan is taking advantage of 30 days' detached service at Baguio.

On May 11th, 1st Lieut. C.E. O'Connor flew cross-country to Aparri to escort the Spanish Flyers to this field.

Flight "B", 2nd Observation Squadron: The Transport THOMAS took from this organization our Flight Commander, 1st Lt. O.O. Niergarth; Operations Officer, 1st Lt. Guy Kirksey; and the Communications and Armament Officer, 1st Lieut. Harold W. Beaton. We are sorry to see them go.

Noncommissioned officers who left on the same boat are Master Sgt. Wm. E. Weise, Sgts. Richard Butler and Hubert Jones and last, but not least, our popular Corporal Edward N. (Hoot) Gibson.

1st Lieut. Armor S. Heffley, who arrived in the Department May 4th, was assigned to the organization as Engineering and Operations Officer.

6th Photo Section: The Photo Hut at this time is out of commission, being completely remodeled and repainted. Everything will be in readiness, however, next week, and then the rainy season's work of reprinting the files will begin.

The May Transport brought to the Section Staff Sgt. Howard H. Williams from Chanute Field; Private Oliver Winfred from Fort Leavenworth; Orvil P. Lewis from Omaha and Francis Caron from Grand Rapids, Mich.

Clark Field, Camp Stotsenburg, Pampanga, P.I., June 7th.

Word was just received that our C.O., 1st Lt. Fredk. V.H. Kimble, has turned Sunshiner, his application for six months' sojourn in the "Dontocs" having been approved.

Cpts. DeFord, Buckner, Lts. Camblin and Beverly bid us farewell and departed for the States on the THOMAS. We made their departure as painless as possible, the final good byes being said "in and about" the Army and Navy Club and the Transport Ball.

Lieuts. Spry and Chidlaw and families are at present in the "Wilds" of China and Japan in quest of rugs, scarfs, etc. It is expected that "Benny" Chidlaw will shoot a few "Golfs" while in Hongkong.

This is a strange country, full of odd customs, strange sights, queer people, and most unusual odors. So say the newly arrived officers, Lts. J.G. Williams, Matthew E. Finn, John A. Kase, K.B. Wolfe and George Schulgen. Especially interesting are some of the old American customs, now outlawed in the States but muchly in vogue here in the Islands.

Captain John B. Powers, M.C., took over the whirling chair vacated by Capt. C.T.C. Buckner, M.C.

Lieut. Julian B. Haddon, not to be outdone by one "Benny" Chidlaw, annexed another hole in one on the Camp Stotsenburg course and is eagerly awaiting the shower of gifts. There is a rumor going the rounds that J.B. promised the Chairman of the greens committee one dozen of the best golf balls.

The enlisted men of the Squadron are in the throes of a Pool Tournament. In a moment of generosity the E. & R. Officer, Lt. Wittkop, approved a Round Robin play off, which means that most of the men will be playing free pool the remainder of their tour. Next month Lt. Wittkop will give away four Ford Touring Cars. Such generosity on the eve of his round-the-world trip is not really understood.

Lt. H.H. Mills was transferred from the bush league foursome (Finn, Wolfe, Schulgen other members) to the major league foursome (Kase, Kimble, Haddon other members) replacing with Lt. Williams, who is disciplining himself by playing with the ladies and driving from their tees. There is a vacancy for one dub player at Stotsenburg to replace Mills. Applicant must not break 95 often, and must properly cavort about after dubbing a shot to compensate for the present quiet members, especially "Schulgen and Wolfe".

Kindley Field, Fort Mills, P.I., June 7th.

May was a record month for personnel changes at Kindley Field, the THOMAS carried off to the States Lts. P.L. Williams and C.R. MacIver May 9th. Lieut. Walter K. Burgess was transferred to Camp Nichols, where he plans to "spend" the next couple of months prior to sailing on the next transport for the U.S. Lt. "Jimmie" Mollison stepped off the THOMAS May 4th and it took him only a few days to make himself at home in the position of Post Adjutant. Lt. Samuel P. Mills was recently transferred here from Camp Nichols. Lieut. "Bob" Finley is spending "Mex" dollars somewhere in China on 50 days' leave.

On May 3d Capt. Knight, Lts. Thomas and Redman; Staff Sgt. Farrell and Corp Sweeney flew to Romblon to meet the THOMAS. The seaplanes were serviced and the flight resumed in search of the "Grey Speedster". She was picked up ten miles off the island of Marinduque. The formation circled her in quest of familiar Air Corps faces and, after the usual radios of greeting were sent, the flight returned to Kindley Field. This flight was also of interest, due to the success of the communication. Continuous two-way radio telegraph communication was maintained from Kindley Field to Romblon, -180 miles. Altho the airdrome station was not advised of the time of the take-off at Romblon, communication was reestablished within 4 minutes and maintained thruout the return flight. The plane equipment consisted of the SCR134 and a modified SCR 75 working with an SCR 132 at the field. All subsequent similar flights were equally successful in maintaining contact with the field.

Capt. Knight, Lieuts. Redman and Umstead; Corp. Woolensack; and Pvts. Wentz and Waldron manned a flight of 3 seaplanes to San Jose, Mindoro, May 12th. The Mindoro Sugar Central was visited, and Mr. Sinclair, the Manager, extended every courtesy and hospitality that could be desired.

After numerous delays the Spanish Flyers arrived in Manila May 13th. Capt. Knight; Lts. Redman and Umstead piloting a formation of 3 Douglas Cruisers, formed the Kindley Field component of Air Corps escort which accompanied the Spaniards to Manila.

Col. Austin, Inspector of the Philippine Dept., was called on to make a rush visit to Cebu, and on May 20 the Colonel, Lts. Redman, Umstead and Staff Sgt. Farrell, in two Douglas planes, flew to Cebu via Romblon, where a stop was made for servicing. The flight returned next day via Masbate and Batangas. Col. Austin proved a staunch Air Corps booster with knowledge of our problems and troubles.

Scott Field, Illinois, June 24th.

Our swimming pool was officially opened for the season June 17th by a party and bridge given under auspices of the entertainment committee. The pool was very inviting under its new coat of robins egg blue, which color rapidly spread to the lips of its christeners, for the temperature of the water was 59° F. Henceforth throughout the summer there will be swimming parties every Thursday.

During the week we were visited by the following pilots: Major Johnson, Capt. Richter, Lts. Woodruff, Griffin, Brookings, Bassett (ACR) and Lampton.

Jupiter having seen fit to bless us with favorable weather, much progress made in the flying course. The following students blossomed forth as solo artists in the TA ships: Lts. Skinner, Cooper; Sgts. Gamble, Johannson, Williams; Cadets Yotz, Willis, Deerwester, Tarro and Meiner.

On June 14th we had the pleasure of a call from the Commanding General of the Sixth Corps Area, Maj.-Gen. Wm. S. Graves, who visited Scott Field for the first time on his annual inspection tour. General Graves in an entertaining and instructive talk to the assembled officers, expressed his interest and pleasure in the work we are carrying on here at the Balloon and Airship School.

Flying time for the week ending June 19th was - a. Aircraft by types:
1. Heavier-than-air, 15 hours, 50 minutes; 2. T.A. ships: 51 flights, 59 hours, 55 minutes; 3. T.C. Ships, 27 flights, 54 hours, 55 minutes; 4. RS-1, one

flight, 4 hours; 5. Free Balloons, 3 flights, 7 hours, 19 minutes. Man Hours: 1. Heavier-than-air, 27 hours, 35 minutes; 2. Lighter-than-air, 648 hours, 19 min.

San Antonio Air Intermediate Depot, Duncan Field, Texas, June 12th.

Major Brainard, Officer in Charge of Marine Aviation, Washington, was a recent visitor here, having stopped on his way to San Diego, Calif. to change engines and have minor repairs made on his plane.

On June 1st Lt. John M. Clark, Depot Supply Officer, was granted leave for 2 months and 3 days, 1st Lt. Robert V. Ignico acting as Depot Supply Officer.

This Depot suffered a loss when 1st Lt. Clements McMullen departed June 12 for the Philippines. Lieut. McMullen was Chief Engineer Officer of this Depot from Sept. 1, 1924, when he came here from Brooks Field, where he was Engineer Officer of the Primary Flying School. He is one of the most energetic pilots in the game, having at date of departure from here a total of 2328 hours and 15 minutes flying time in over 43 types of airplanes. Lieut. McMullen won the Liberty Engine Builders Race with a Fokker CO-4 at St. Louis in 1923.

Another loss sustained by this station was in the transfer on June 1st of 1st Lieut. Richard T. Aldworth to Langley Field. He took advantage of a 15-day leave prior to joining his new station. His departure is greatly regretted by his numerous friends at this station.

Lieut. Davis, of the Texas National Guard Air Corps, came to the Depot on June 10th for the purpose of ferrying a TW-3 plane to the 36th Division Air Corps, Texas National Guard, at Houston, Texas.

San Antonio Air Intermediate Depot, Duncan Field, Texas, June 13 to July 2.

The departure of our former C.O., Major Frank D. Lackland, and his mother, Mrs. Dorwin Lackland, from this post, and the arrival of our new Commanding Officer, Major John H. Pirie, and Mrs. Pirie, was the occasion of the most successful function given in Army circles in San Antonio for some time, - a dinner dance on the roof of the San Antonio Country Club on the evening of June 24th. The decorations were gladioli and roses. The departure of Major Lackland was depicted by a miniature TA-6, the "Stuttering Goose"; while the arrival of Major Pirie was represented by a parachute leap in miniature. The guest list was composed entirely of Air Corps officers and their wives, some sixty couples.

Major Lackland relinquished command of the Depot June 25th, immediately assuming command of the Third Attack Group, which he was required to transfer from Kelly Field to its new location, Fort Crockett, Galveston, Texas, prior to June 30th. Major Lackland and Mrs. Lackland took their leave of this Post amid the great regret of the host of friends in and around San Antonio.

The arrival of Major and Mrs. Pirie was the occasion of the renewal of a great many former friendships, as Major Pirie is a Texan and a graduate of Texas A & M. His wide acquaintance in this locality will undoubtedly broaden our acquaintance and result in closer contact with the civilian life of San Antonio. Mrs. Pirie, a lyric soprano of considerable note, will be especially welcomed by musical circles of the city. Major Pirie assumed command of Depot June 2nd.

Lieut. Halverson flew a Douglas O-2 to El Paso June 19, returning the 20th.

Lieut. Vanaman started for El Paso June 19th with Lt. Ignico as passenger but got only 20 miles out of San Antonio when engine trouble forced his return.

On June 23rd Major Lackland flew to Galveston in his TA-6, which demonstrated its "pick up" abilities in that on its return to this station on the 24th four or five chickens were found in the luggage compartment.

Lieut. Halverson hopped to Mason, Texas, June 23rd, in our special DH and ferried back Major John H. Pirie, who was enroute to San Antonio in his car which broke down at Mason. Major Pirie was greatly impressed with the excellent condition of our permanent aircraft.

Lieut. Duke ferried Mr. Howard King to Mason, Texas, June 24th, to repair Major Pirie's car and drive it to San Antonio.

Lieut. Strickland came down from Muskogee in a DH June 18th to have a new engine installed in his plane and have a number of minor changes and repairs made, returning to Muskogee on the 19th.

First Lieut. Walter H. Reid, recently of France Field, Panama, and now on duty with the Texas National Guard, was a visitor at this Depot on July 2nd.

The new hangar is now beginning to take form, with part of the steel framework already up and the balance on the ground ready for construction. It is feared by inmates of the Operations Office that its reputation for its cool, breezy location will be greatly lessened by the new hangar on its completion.

Selfridge Field, Mt. Clemens, Mich., June 23rd.

The following radiogram was received at Post Hqrs. at 3:50 p.m. June 15th from the Comdg. Gen. Sixth Corps Area: "M DAY TEST MOBILIZATION FOR YOUR COMMAND COMMENCES TWELVE ONE A M JUNE SIXTEENTH NINETEEN TWENTY SIX STOP BY COMMAND SMITH". Orders were immediately issued and mobilization completed by 11:30 a.m. the following day. The Group passed in review, tents were pitched on the flying field, and all squadrons were found ready for field duty except for shortage of officers and airplanes.

Four of the cadets now assigned to this Group were ordered to Chanute Field Rantoul, Ill., for training ROTC. Cadet Jones departed for Chanute June 17th, but Cadets Davis, Collins and Wilson remained here to take the examination for regular army commissions on the 21st, and left for Chanute the following day.

Cpts. Wm. R. Spriegel, Reinhold Seiwe, Myron A. Sine, and 1st Lieuts. Russel F. Kenaga and John E. Runchy, Air Corps Reserve, reported for duty and were assigned to various organizations of the Group for 15 days flying training.

Lieuts. Leonard H. Rodieck and Wm. L. Cornelius were ordered to detached service with the 202nd Coast Artillery Anti-Aircraft regiment, Illinois N.G., for flying duty in connection with anti-aircraft gunnery practice.

Approximately thirty applicants for appointment as flying cadets were examined here June 7th and 8th, only five failing to pass the required physical examination for flying.

Master Sgt. Harry F. Gosnear, 27th Pursuit Sqd., Tech. Sgt. Steven W. Nowak and Staff Sgt. Forrest (Doc) L. Daugherty were ordered to report to the Discharge and Replacement Depot, Fort Hamilton, N.Y., for a tour of foreign service in Panama Canal Dept. Sgt. Gosnear is replacement for Master Sgt. Christopher Murphy, 25th Bomb. Sqd., assigned to Mitchel Field, N.Y. Sgts. Nowak and Daugherty are replacements for Technical Sgt. Henry P. Salmon, 24th Pursuit Squadron, and Staff Sgt. Elbert Dossett, 7th Obs. Sqd., respectively.

The fact that Master Sgt. Gosnear's replacement goes to another field makes us all sort of wonder what is going to happen to the surplus noncommissioned grades that now exist in each Pursuit Squadron due, of course, to the new Peace Time Tables of Organization which have reduced the number of Master, Staff, Bucks and Corporals in the Air Corps. But - WHY WORRY - it won't help us any. Just the same guard comes pretty often as it is.

The Post Commander recently received a request from the Commander of the American Legion Post of Boston, Mass., for authority for Lt. Crowley, A.C.R., to fly a plane from Boston to Washington to extend an invitation to the President to attend a charity boxing match at Boston. Lt. Crowley was, however, unable to make the trip, his detail to active duty having expired on June 25th and there being no authority for Reserve officers to fly x-country while on inactive status.

Capt. Frank H. Pritchard, Post Signal Officer, was ordered to proceed by airplane to McCook Field for the purpose of having installed on his plane a model SCR 183 Radio transmitting and receiving set. Capt. Pritchard was unable to make the trip and the ship was flown to McCook by Cadet Mast, 27th Sqdn. If this set works out satisfactorily and further installations are made in the Group, it will be a simple matter for the Group Operations Officer to grab a phone and order some unfortunate pilot to the ground for a little confidential chat ---- "And he learned about flying from that".

Lt. Cornelius and Staff Sgt. Newcomb, piloting the new O-1's, ferried two mechanics to Oscoda June 15th, returning the same day. Oscoda is some 200 miles north of Selfridge, but the trip was made in about an hour and 25 min. each way.

Each Pursuit Squadron now has about twelve pursuit ships, and it is understood more are on the way. They include PW-8's, P-1's, P-1-A's and P-2's. In addition to these, they have the new O-1's, a few Jennys, AT-1's and DH's. Anyway, there are plenty of ships to keep the mechanics busy. And there is plenty of formation flying which, with the instruction of Reserve Officers, keeps everyone pretty well occupied. Formations are held both morning and afternoon, with routine test and instruction crowded in between.

At the present time there are no songs of the Air Corps at hand, but we are submitting a song familiar in many ways to most every member of the Air Corps and to endless members of the other branches of the Army, Navy and Marine Corps. It isn't really a song - more of a lament - but it's true and most any pay day it can be heard at various posts, camps and stations.

out the service from Panama to Alaska and from New York to the Philippines:

THE SAD SONG OF A BLACK JACK PLAYER

"Say did you ever see such luck? Haven't won a bet for an hour. First I play to win and then I play to get even and if I ever got even in this game I'm long gone. Got a swell date with a sweet mana and I just got to save enough to get to town but the roll sure is going down.

Well, well, things pickin' up around here, first standing hand I've had. Dealer's got to hit too, got a three spot up. Hope he breaks and watch me catch air.

There he goes hittin' down again, wish he'd turn his cards up this suspense is awful.

There it is, the whole roll, wan 'a count it?

Come on, don't squeeze 'em so long, you can't rub the spots off and they won't grow in your hands.

Man, this is awful!

Whoa, hold on there! don't take my money I got 'cold turkey'.

What, twenty-one? Well - I'll - be - damned!"

Langley Field, Hampton, Va., July 2nd.

11th Bombardment Squadron: The squadron flew a total of 15 hours and 20 minutes during the past week, this time representing 20 flights. Practically all of this flying was for the purpose of training ROTC students.

20th Bombardment Sqdn: In the sqdn. flying activities confined to the training of ROTC students, 13 flights for a total duration of 9 hrs. 50 min. were made. The instructors assured us that much progress was made.

Capt. Cecil G. Sellers, A.C. Res., on active duty with the organization for the past three months, had an extension of three more months granted him. We are very much pleased to hear this, as Capt. Sellers was the Squadron Commander during the World War and was credited with distinguished service.

96th Bomb. Sqdn.: The "Devil's Own" had only 96 hours flying time for June. This was not so bad, as we had only an average of one pilot for the month, the rest being away on other duty. We expect to double that time next month.

The big field inspection June 30th was not as bad as had been anticipated, but Capt. Rust, our Squadron Commander, tells us we will pitch tents once a month in the future to keep in practice.

Lt. Allison left us, his time expiring June 27th. We hated to see him depart. Cadet Sprague is back from Bolling Field, where he took an examination for a Regular Army commission. We hope he will be successful and fill Lieut. Allison's place.

Langley Field, Hampton, Va., July 9th.

11th Bombardment Squadron: The squadron flew a total of 25 hours and 25 minutes during the past week, this time representing 18 flights. Practically all of the flying was for the purpose of training ROTC students.

Two ships flew a cross-country to Washington, D.C., and return for the purpose of training reserve officers.

The squadron was presented with a cup from the Robertson Noeth Sport Shop at Norfolk, Va., for winning the Post Championship ball game.

20th Bombardment Squadron: For the past week squadron flying activities were confined largely to training ROTC students, 20 hours and 15 minutes and 14 flights being made and 12 students instructed. An interesting feature of this work was a bombing mission to Washington July 7th. The take-off was made at 8:10 a.m. and the formation proceeded to the Capital City via Quantico, Va. After circling the city, the ships, 9 in all, landed at Bolling Field for a short stay. The return trip was made in the afternoon of the same day.

Capt. W.H. Hale, our Squadron Commander, led the flight and three of the squadron ships participated.

59th Service Squadron: Staff Sgt. Miles B. Sloan, having completed a tour of foreign service in the Philippines, arrived here with his family. He was replaced in the Islands by Staff Sgt. MacDermott of this organization. Sgt. Sloan was a member of this squadron prior to being detailed to foreign duty in 1924.

96th Bombardment Squadron: Three NBS-1 airplanes were furnished for a cross-country training flight of the ROTC students now here for summer training. Capt. Black, our former squadron commander, and Staff Sgt. Kuehl, also a former member of the "Devil's Own" paid this post a visit. Both are stationed at

Baltimore with the Maryland National Guard.

From all appearances we will soon be ready for sea duty, as a new motor is being purchased for the Squadrom Boat. All members are rari'n to go. 19th Airship Company. The Airship TC-5 took off at 7:00 a.m. July 8th for the Naval Air station at Lakehurst, N.J., landing there at 12:15 p.m. This is the first of a series of coastal patrol flights which will be made during the summer months. In the near future a flight to Scott Field is planned.

For the first eight days of July this Company made a total of 17 flights with the Airships TC-5 and TC-9 for a total of 32 ship hrs. and 205 man hours.

Now that the fishing season has started, this Company is using the motor boat to advantage. The mess is being furnished with plenty of fresh fish, among which is the famous Bluefish. Judging from the demand on the kitchen when served, it is apparently appreciated.

Whenever airships leave for flights there is a large demand from the many reserve officers and ROTC men in the vicinity for flights, and the waiting list is continually increasing.

Langley Field, Hampton, Va., June 26th.

11th Bomb. Sqdn. Ten hours and 40 minutes were flown last week. 1st Lt. Walker, C.O., cross-countried to Camp Anthony Wayne, Pa., carrying supplies to the squadron's ships at Philadelphia in connection with the Sesqui-Centennial.

20th Bombardment Squadron: The annual picnic of the Squadron was held at Grand View amusement Park June 23d. Capt. Hale, C.O. read the Squadron history and then introduced Capt. Sellers, who was C.O. of the 20th in France. He gave a nice talk on the activities of the squadron at the front and told of some thrilling experiences some of his officers and men had during the war, but neglected to tell how he earned the DSC for bravery in action, which we are sure would have been very interesting. However, we admire him for his modesty.

Various entertainment was offered in the way of track and field events, three tugs of war, a pie-eating contest, a baseball game between the NCO's and the privates, also several comedy sketches by some of the outfit.

2nd Photo Section: Lieut. Thomas M. Lowe, C.O. of the 2nd Photo Section, assisted by four enlisted men, gave a series of instructions, both practical and theoretical, to a number of Reserve Officers now undergoing two weeks' training in aviation here. The theoretical instruction consisted of Aerial Camera K-3 and K-6, their care and operation, developing films, printing and the laying of mosaic; in fact, everything concerning aerial photography. The practical side consisted of actual taking of aerial photographs, developing and printing. Two cameras were used and mounted in an NBS-1 for taking of oblique and vertical photographs.

19th Airship Company: Our officers showed unusual aptitude and rendered valuable assistance in keeping the monthly flying time total of the company on a high average. They don't do anything here but fly, as they all want to compete with the best pilots. The total aircraft flying time for the last month was 59 hours and 20 minutes; man hours, 318 hours and 55 minutes. Lieut. Wm. A. Gray headed the list with 35 hours and 45 minutes. Capt. Wm. E. Kepner was second with 32 hours and 40 minutes.

In eleven days of the first 24 days of June the airships TC-5 and TC-9 rolled up a total of 69 hours and 45 minutes of aircraft flying time, and man hours of 363 hours and 5 min. A newcomer, Warrant Officer R.E. Lassiter, a qualified airship pilot from Scott Field, leads the flying time of the company for this month with a total of 30 hours and 45 minutes. Lieut. Wm. A. Gray came second with a total of 22 hours and 10 minutes and Lieut. Rowland Kiebertz, third, with 22 hours, 5 minutes. Such exceedingly high time for lighter-than-air craft is especially due to the fact that our riggers and engineers show unusual proficiency in keeping all equipment in commission at all times.

This amount of flying time credited to the officers of the organization will result in there being available a number of highly trained pilots who will be capable of handling an airship under any conditions, as well as to advance the training of the enlisted members of the airship crews.

96th Bombardment Squadron: Our Squadron Commander, Capt. Rust, is now back in command, having returned from airways the past week.

Lieut. Collier returned from Mitchel Field June 24th, having over 35 hrs. for himself while at that station training West Point Cadets.



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Information Division
Air Corps

August 23, 1926

Munitions Building
Washington, D. C.

The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard and others connected with aviation.

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RADIO CHAMPIONS

In the May 1st issue of the U.S. RECRUITING NEWS, and also in a recent issue of the ARMY AND NAVY JOURNAL it was set forth that Private, 1st Class, Floyd W. Rowe, Headquarters Company, 28th Infantry, Fort Niagara, N.Y., who recently graduated from the radio operators' course at the Signal School at Fort Monmouth, N.J. is claimed by his organization to be the "Radio Champion of the Army". It appears that Private Rowe completed the course with the unusual general average of 96.25. His speed test showed him to be qualified to receive 22 words per minute, which is seven more than the service requirements for an operator in the field.

Now comes Lieut. Perry Wainer, Air Corps, Director of Communications of the Air Corps Technical School at Chanute Field, Rantoul, Ill., who takes vigorous exception to the claims made in behalf of Private Rowe and furnishes ample evidence to support his stand in the matter. According to this evidence it appears that any aspirations the Headquarters Company, 28th Infantry, may have in numbering an Army Radio Champion in their midst, insofar as his speed in sending and receiving messages is concerned, are knocked into a cocked hat.

Lieut. Wainer goes on to say:

"With all due respect to Private Rowe, the mere fact that he graduated as qualified to receive twenty-two words per minute brings up the point that the championship claimed for him in the Army is questionable, as there are many recent graduates of the Communications Department, Air Corps Technical School, who have passed final examinations at Chanute Field that demonstrated their ability to transmit and receive messages, in official form, at a speed considerably in excess of twenty-two words a minute. Within the last three months the following enlisted men have graduated as qualified to receive the number of words per minute indicated opposite their names, all of whom exceeded twenty-two words per minute in their final test.

Class #12 graduated April 30, 1926

Corporal	Johnson	35	words
"	Pyle	30	"
Private	Sherman	33	"
"	Seay	30	"
"	Rhodes	27	"
"	Hansen	25	"
"	Hibbard	24	"
"	Gotham	26	"
"	Dodd	26	"
"	Douglas	28	"

Class #13 graduated May 30, 1926

Private	Hammer	25	words
"	Johnson	23	"
"	Morgan	27	"
"	Waters	35	"
"	Dean	26	"
"	Conaway	24	"
"	Swaringen	25	"

Class #14 graduated June 30, 1926

Sergeant	Pennaslico	38	words
Private	Kobberup	25	"
"	Klimovich	25	"
"	Spence	28	"
"	Propercy	26	"
"	Iley	30	"

Private Herbert Sherman, 95th Aero Squadron, Selfridge Field, Mich., graduated on April 30, 1926, with a general average of 91.15 which to date is the highest general average attained by an enlisted graduate of the Communications Department, Air Corps Technical School. While this average does not approach the general average of Pvt. Rowe by a very narrow margin, this may be due to a different standard of grading. Pvt. Sherman, at the time of graduation, was capable of receiving 33 words a minute. The general average of 91.15 made by Pvt. H. Sherman was accomplished while pursuing the course outlined below:

V-5592, A.C.

	<u>Hours</u>	<u>Grade</u>	<u>Rel. Weight</u>
Buzzer - Typewriting - Radio Procedure -			
Field Work - - - - -	300	93	25%
Direct Current - Alternating Current - - - - -	120	94	10%
Shop Work - - - - -	30	89	2%
Motors and Generators - - - - -	90	95	11%
Vacuum Tubes - - - - -	60	96	6%
Miscellaneous Sets - Test and Repair - - - - -	100	92	8%
Sets, 130 Series - - - - -	100	91	12%
Installation, airplane - - - - -	80	80	13%
Post station equipment - - - - -	100	91	13%
	980		100%
			Final average 91.15%

The Signal School, Fort Monmouth, New Jersey, trains Radio Operators for practically all branches of the Service with the exception of the Air Corps, due to the special requirements for radio personnel (both Mechanics and Operators) from an aeronautical standpoint.

The United States Army Recruiting News is supposed to be an aid to recruiting for all branches of the Army, and for a graduate of a Signal School, Fort Monmouth, to be proclaimed champion of the Army when the Signal School does not train Air Corps radio personnel it seems that the championship is not only questionable but little or no cognizance is made of the Air Corps Technical School where all training is concentrated for the Air Corps.

In view of the above, it is respectfully suggested that steps be taken to include graduates of the Communications Department, Air Corps Technical School, in the selection of a so called radio champion. This could be done by conducting a standard test at each of the schools concerned and thereafter when the record was bettered, a new champion could be announced together with the length of time, etc., that the various individuals held the record. Such a system would be in accordance with the methods now employed for the keeping of National and inter-collegiate athletic accomplishments which would stimulate competition, and also possess a value from a recruiting standpoint to include all branches of the Service on items of interest pertaining to Army radio activities."

Competition is the life of trade as well as all other pursuits. There is no doubt that the adoption of a standard test to determine the radio champion of the Army would arouse considerable interest, particularly in radio circles. Besides the radio schools at Fort Monmouth and Chanute Field, there are schools conducted by the Field Artillery at Fort Sill, by the Coast Artillery at Fort Monroe, Va., and by the Infantry at Fort Benning, Ga. It is believed that various other radio schools are conducted at military posts and stations throughout the country. It appears that there are enough Army radio schools to make the competition for the title of Radio Champion of the Army a lively one.

The NEWS LETTER would welcome comments and suggestions concerning the above subject. There is no reason why the suggestion of Lieut. Wainer cannot be acted upon and the title "Radio Champion of the Army" made a bona fide one.

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AIR CORPS SONG PROPOSED IN CONNECTION WITH AVIATION MOVIE

The NEWS LETTER Correspondent from Kelly Field has hopes that an official Air Corps song will be forthcoming in the very near future. He states that Mr. Wellman, formerly of the Lafayette Escadrille and now director of the big Paramount picture "Wings", to be taken at Kelly Field shortly, has promised that he will secure through Mr. Lasky a rally song for the Air Corps which will be submitted for approval as the Air Corps official song. He then goes on to say: "It is understood here that so far the Air Corps has no song such as have the Infantry, the Artillery and other branches of the service and in the past we have been unable to secure such a song, largely through the lack of sufficient funds to pay for the services of a nationally known composer. For the picture "Wings" Mr. Lasky is having written a special musical program and has employed for this purpose the best musical talent available.

First Lieut. Walter T. Meyer, A.C., Kelly Field Parachute Officer, suggests that this musical program would provide an excellent opportunity for the Air Corps to get its song, since such an assignment for the composer would be of just as great a benefit to Mr. Lasky's picture as any other music."

SOWING TREE SEEDS BY AIRPLANE IN HAWAII ✓
By The News Letter Correspondent

The Army Air Corps in Hawaii in cooperation with the Hawaiian Territorial Board of Agriculture and Forestry recently performed an interesting experiment in sowing tree seeds on forest reserve lands which had been devastated by fire. Several months ago a forest fire in the Panaewa forest reserve area near Hilo, Hawaii, laid waste to an area of about four square miles. Due to the rough character of the terrain, seeding by hand was found to be impracticable. The airplane seeding experiment was then thought of and in April, planes were requested by Acting Governor Raymond C. Brown. At that time no planes were available for the mission and although approved by the Department Commander it was delayed until such time as planes were available. The service test on the Loening Amphibian planes assigned to the Department being completed in late June, these planes were designated to be used to perform the mission and were scheduled to leave Luke Field on July 2nd. The flight, consisting of Lieut. R.S. Worthington, flight Commander, and Staff Sgt. Otto Ambruster, mechanic, in the Luke Field Amphibian, and Lieut. J.D. Givens, pilot, and Staff Sgt. J.R. Monroe, radio operator, in the Wheeler Field Amphibian, left Luke Field at 10:40 a.m. July 2nd and arrived at Hilo at 1:20 p.m.

Radio communication between the radio plane and the Luke Field radio station was maintained at all times. An SCR 134 radio set was used in the Amphibian plane. The planes landed in Hilo Harbor and taxied to the shelter of one of the large warehouses and anchored. On going ashore the pilots were met by Mr. L.W. Bryan, of the government nursery, who was in charge of the experiment.

Lieut. Worthington in the Luke Field plane made three trips over the burned area with Mr. Bryan as passenger, a total of 24 bags of seeds being carried. The seeds were very light, so the only limit to the amount carried was the space available in the rear cockpit. A rain preceding and accompanying the distribution of the seeds and a light growth of grass in the burned area made conditions exceptionally favorable for their growth. Lieut. Worthington estimated that in about an hour and a half flying time over the burned area the two men in the plane accomplished as much as two men working on the ground would have done in ten years. His estimate was based on the one acre seeded by hand, this acre requiring thirty-four man hours before the work was completed.

The experiment was marred by the burning of the Wheeler Field plane on July 5th. Both planes had participated in the Fourth of July celebration in the morning, and Lieut. Givens had been forced down with a broken oil tank. The tank was removed and while the ship was being cleaned a fire from an unknown source broke out and the ship was destroyed. Lieut. Givens and Sgt. Monroe returned to Pearl Harbor on the submarine tender "Seagull", while Lieut. Worthington returned to Luke Field via Upolu Point. He was met there by a flight of two NBS-1's, piloted by Lieuts. Ferguson and Langmead. All pilots are enthused over the Upolu Point field and were delighted with the reception tendered them by the people of the Hawi Plantation. Mr. J.H. Hind, the manager of the Hawi Mill and Plantation Company, is an aviation enthusiast who believes in the future of aerial transportation. The Upolu Point Field has been set aside and developed by Mr. Hind in keeping with his belief. At present with the normal trade wind the field is large enough for all types of airplanes.

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ROUND TRIP OF 1500 MILES IN ONE DAY ✓

A round trip from Post Field, Fort Sill, Okla., to Chanute Field, Rantoul, Ill., in one day, was recently made by Captain R.H. Ballard, Air Corps. Leaving Post Field at about 5:00 a.m. to ferry Private Gragory to the Airplane Mechanics School at Chanute, Capt. Ballard greatly surprised the inhabitants of the post by returning at about 7:00 p.m. He utilized one of the new Douglas O-2 airplanes and made the outbound trip to Chanute Field, a distance of 700 miles, without stop, in 6 hours and 20 minutes. Returning, he stopped for gas at Kansas City, and required a total of 7 hours to reach the home airdrome, a distance of 800 miles.

Last year the same trip was attempted by Captain Ballard in a DH, but after 14 hours of flying darkness forced a halt at Muskogee, Okla., on the return trip. The distance is about 1500 miles.

L IEUT. FEY LEADS IN FLYING TIME

Lieut. Howard M. Fey, Air Corps, stationed at Brooks Field, San Antonio, Texas, led all other Air Corps pilots in flying time accumulated during the fiscal year ending June 30, 1926, his total being 709 hours and 10 minutes. Altogether 25 Air Corps pilots accumulated 400 hours or over during the last fiscal year. Captain Burdette S. Wright, of Kelly Field, has the distinction of flying the highest number of hours in one month, his total for September, 1925, being 111 hours and 58 minutes.

Air Corps pilots credited with over 400 hours of flying are given below, as follows:

	<u>Hrs.</u>	<u>Min.</u>		<u>Hrs.</u>	<u>Min.</u>
2nd Lt. Howard M. Fey	709	10	1st Lt. A.B. Ballard	458	10
2nd Lt. H. K. Baisley	668	22	2nd Lt. S.W. Towle, Jr.	455	30
2nd Lt. J. M. Weikert	553	13	Captain Burdette S. Wright	450	18
2nd Lt. Chas G. Pearcy	532	25	1st Lt. H.T. McCormick	448	25
1st Lt. John D. Corkille	504	15	2nd Lt. W. D. Old	436	15
2nd Lt. C. S. Thorpe	500	20	Captain R.H. Ballard	435	55
2nd Lt. W. E. Whitson	497	40	2nd Lt. J.M. Fitzmaurice	432	52
1st Lt. John I. Moore	496	40	1st Lt. H.B. Chandler	427	25
2nd Lt. Lloyd E. Hunting	488	53	1st Lt. Kenneth Garrett	416	25
2nd Lt. Ray H. Clark	487	32	2nd Lt. Joseph H. Hicks	413	50
1st Lt. Jack C. Hodgson	477	50	1st Lt. John W. Benton	411	28
1st Lt. N. F. Twining	468	40	2nd Lt. L.C. Ellicott	408	23
2nd Lt. Paul W. Wolf	465	45			

It is proper to state that the flying time given above, while correct insofar as reports received in the Office of the Chief of Air Corps are concerned, cannot be considered absolutely accurate in view of the fact that a number of the pilots listed above failed to include in their personal reports their flying time for one or more months. For instance, there is no record of Lieut. Fey's flying time for last October or Lieut. Hunting's time for February. Other pilots who failed to send in reports for one or more months are as follows: Lieuts. Pearcy, Hicks and Wolf for March, 1926; Lieuts. Moore and Old for December; Lieut. Towle for November; Lieut. Thorpe for December and June; Lieut. Hodgson for March, April and June; Lieut. A.B. Ballard for June; Lieut. McCormick for May and June, and Lieut. Chandler for August.

It is possible, of course, that these pilots may have been away from their stations during the months in question on leave or on detached service, but if not and their failure to send in their reports of flying time was simply an act of omission, it will be appreciated if they will send in their flying time for the missing months, in order that proper correction may be made in a future issue of the NEWS LETTER.

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RAIN MAKING EXPERIMENTS IN HAWAII

The Signal Corps and the Chemical Warfare Service, in cooperation with the Air Corps, conducted experiments in rain making during the early part of June. Due to the prolonged dry season, water in the two surface water reservoirs at Schofield Barracks was very low. The artesian basin under Schofield Barracks had not been tapped by wells and the water situation was very acute. Troops at Schofield were moved into rest camps around the Island of Oahu where artesian water was available and those remaining at Schofield were put on a water ration. In an endeavor to overcome this situation, the Department Commander ordered that a chemical smoke screen apparatus be placed on a Martin Bomber and the ship placed at the disposal of the Chemical Warfare and Signal Corps officers in charge of the experiments. Several flights were made in and above the clouds over the Koolau Range in the vicinity of the Schofield Reservoirs and about 2300 pounds of tetanium tetrachloride were used in an attempt to produce rain. Two of the tests were witnessed by pilots in PW planes who stayed near the projected smoke screen. It was learned that the tetanium tetrachloride instead of making a screen in the clouds would itself form bluffy clouds which in a short time would be assimilated by the surrounding clouds. No rain could be seen as a direct result of the tests, and as the supply of tetanium tetrachloride was depleted further missions were called off. Recent rains have furnished a plentiful supply of water.

MEDICINE BY AIRPLANE SAVES BOY ✓

Under the heading "How our Army keeps fit for defense", the San Antonio LIGHT relates the following story of how the prompt dispatch of anti-toxin via airplane was instrumental in saving a boy's life:

"About 240 miles west of San Antonio, the other day, a 12-year-old boy, struck by a rattlesnake, lay in the shadow of death. In San Antonio was a vial of anti-crotalus serum, which if obtained would give the boy a fighting chance for life with the odds in his favor.

Word was flashed to San Antonio. Three hours later an airplane from Kelly Field had landed at Sanderson with the serum.

That was not the first time the Army Air Service had responded to a similar emergency. This year, on five occasions before, anxious watchers in remote villages and towns had scanned the skies in the direction of Alamo City and had been rewarded by the sight of Kelly Field planes speeding toward them like the wind bearing the precious vials of anti-crotalus serum.

Only the uninformed believe the Army to be a useless burden carried in time of peace for the purpose of protection in time of war. Handicapped as it is by the lack of Congressional support, the Army has accomplished much in combating the peace-time enemies of man. It has accomplished more than any other agency in promoting aviation.

The Army keeps fit for national defense by making itself useful in peace.

Our Army, in all its branches, is entitled to more recognition for its services in research and pioneering work of indispensable value to civilian life than is accorded it. Most of this work is less spectacular than that which is performed in cases of emergency. That is the reason the Army does not receive full credit for its contribution to progress."

The NEWS LETTER Correspondent from Kelly Field gives the following account of the above incident:

"A race with death, with the life of 12-year old Gilbert Troy Loudens of Sanderson, Texas, in the balance, was won by Major Raymond E. Scott, Base Hospital physician, and First Lieut. Y.A. Pitts, Air Corps, Assistant Operations Officer, Kelly Field, late Saturday, July 17th. Word that the youth had been bitten by a rattlesnake at his home, approximately 240 miles west of San Antonio, was received by Colonel Martin L. Crimmins, U.S.A., Retired, Saturday noon. Exactly three hours later Major Scott and Lieut. Pitts had flown to the boy's bedside with a vial of the snake serum remedy imported to the United States from Brazil by Colonel Crimmins. Upon his return to San Antonio at 7:00 p.m., Major Scott reported that the youth probably will recover, although he is in a serious condition. The flight was made in a Douglas C-2 airplane in approximately two hours. Another Paul Revere - Lieut. Pitts."

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"TWISTER" TWIRLS AIRPLANE

Lieut. C.C. Nutt, in flying back from Washington to the Fairfield Air Intermediate Depot, Fairfield, Ohio, encountered a severe storm near Connelville, Ohio, on the afternoon of July 18th. He was piloting a Douglas Transport, carrying as passengers six enlisted men and one reserve officer. A safe landing was made in a field, but a few moments later, a twister lifted the plane, in spite of the efforts of Lieut. Nutt and his seven passengers who were endeavoring to hold it on the ground. The plane was carried about 75 feet across a road and dropped in a corn field, the rear part of the fuselage being wrecked.

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FLIGHT TO INVESTIGATE RELIABILITY OF TRANSPORT

Lieut. Winfield S. Hamlin, Air Corps, stationed at Fairfield, recently completed a notable airways trip, with Mr. Walter Snypp, formerly Sec. of the Dayton Chamber of Commerce, as passenger. Lt. Hamlin and Mr. Snypp visited the Chambers of Commerce at all cities en route, and also called at the Washington headquarters of the Chamber of Commerce of the U.S. They met with an enthusiastic reception everywhere. Every stage of the trip was completed on schedule time. Mr. Snypp made the journey for the purpose of obtaining first hand information regarding the reliability of air transport and its suitability for commercial purposes. He is writing a detailed story of the flight, which will be published in "The Nation's Business", Mr. Snypp being an editorial writer on the staff of that magazine.

AIRCRAFT FLYING HOURS, ARMY AIR CORPS
 Compiled from records of Field Service Section, Fairfield, Ohio.

<u>Station</u>	<u>May 1926</u>	<u>June 1926</u>	<u>Total for 1926</u>	<u>Total for F.Y. 1926</u>
Biggs Field, El Paso, Texas	248:15	Abandoned	844:30	2,378:15
Bolling Field, D.C. - - - -	428:00	459:30	2,248:23	5,121:35
Boston Airport - - - - -	247:55	240:35	777:35	1,596:10
Bowman Field, Ky. - - - - -	230:30	185:10	627:35	1,143:15
Brooks Field, Texas - - - -	2,659:25	2,434:10	14,137:31	26,568:13
Chanute Field, Ill. - - - -	427:35	420:29	1,968:12	5,484:28
Clark Field, P.I. - - - - -	129:50	Not reptd	789:05	1,716:05
Clover Field, Calif. - - - -	123:40	54:45	751:40	1,890:59
Crissy Field, Calif. - - - -	456:10	219:20	1,977:45	3,269:25
France Field, Panama C.Z. -	318:55	326:30	3,055:08	5,797:08
Fort Crockett, Texas - - - -	---	638:38	638:38	638:38
Fort Sam Houston, Texas - -	178:10	339:10	796:11	1,285:31
Kelly Field, Texas - - - - -	3,312:45	2,876:44	15,307:23	33,081:24
Kindley Field, P.I. - - - - -	94:15	Not reptd	770:35	1,533:48
Langin Field, West Va. - - -	1:35	12:40	46:10	109:15
Langley Field, Va. - - - - -	951:15	1,048:30	5,120:52	11,533:26
Leavenworth, Ft., Kansas -	87:35	98:30	454:30	872:55
Logan Field, Dundalk, Md. -	30:00	55:35	105:20	105:20
Luke Field, Hawaii - - - - -	543:02	382:12	2,770:05	4,853:36
Lunken Airport, Ohio - - - -	67:35	6:42	243:23	272:33
McCook Field, Ohio - - - - -	800:01	634:44	3,073:46	5,631:44
Marshall Field, Kansas - - -	170:55	282:05	859:50	1,493:15
Maxwell Field, Ala. - - - - -	267:25	339:25	1,494:50	2,795:53
Middletown A.I.D., Penna. -	30:30	27:40	116:02	422:52
Mitchel Field, N.Y. - - - - -	700:05	704:05	2,614:23	6,727:53
Nichols, Camp, P.I. - - - - -	156:30	Not reptd	1,297:03	2,468:33
Norton Field, Columbus, O. -	107:25	86:45	296:25	559:08
Offutt Field, Ft. Crook, Neb.	70:40	53:50	351:35	738:26
Pearson Field, Wash. - - - -	164:45	108:37	486:47	1,088:17
Phillips Field, Md. - - - - -	162:50	96:05	673:25	1,776:52
Rittsburgh Airport, Pa. - - -	31:49	38:07	101:45	462:39
Pope Field, N.C. - - - - -	43:05	42:50	261:43	428:22
Post Field, Ft. Sill, Okla.	162:40	205:45	1,333:50	2,905:11
Richards Field, Mo. - - - - -	27:20	86:45	283:50	1,959:55
Rockwell A.I.D., Calif. - - -	105:35	241:50	769:19	2,676:44
San Antonio A.I.D., Texas -	69:05	33:35	205:25	640:53
Sand Point, Seattle, Wash. -	172:45	153:25	602:09	1,175:55
Schoen Field, Indianapolis -	79:30	165:55	414:30	926:56
Scott Field, Ill. - - - - -	139:55	112:45	553:35	1,067:55
Selfridge Field, Mich. - - -	651:23	736:00	2,827:12	6,257:17
Wheeler Field, Hawaii - - - -	61:35	97:35	477:15	1,224:41
Woodward Field, Utah - - - -	30:20	55:45	244:50	349:05
Wright Field, Ohio - - - - -	377:40	433:10	1,571:47	3,256:17
Instr. Ala. National Guard	---	---	---	:40
" Calif. " "	7:15	2:50	81:26	183:52
" Colorado " "	36:45	15:10	129:35	290:35
" Conn. " "	:35	10:05	14:25	73:05
" Indiana " "	9:42	21:44	75:26	166:04
" Mass. " "	---	:25	:25	5:40
" Minn. " "	17:38	27:52	90:25	120:10
" Missouri " "	22:40	13:30	81:35	366:20
" New York " "	---	2:55	2:55	31:25
" Tennessee " "	7:40	9:20	63:35	174:21
" Texas " "	2:55	:40	36:25	195:05
" Washington " "	4:45	32:35	52:15	75:00
95th Division - - - - -	1:45	52:35	155:10	405:47
3rd Corps Area - - - - -	---	---	59:00	165:57
6th Corps Area - - - - -	1:05	5:14	27:44	89:49
Grissard Field, Ohio - - - -	---	---	---	82:35
Total	15,233:00	14,730:48	75,212:08	158,713:07

D i s c o n t i n u e d

AN AERIAL DEMONSTRATION AT POPE FIELD
By the News Letter Correspondent

Pope Field personnel were highly congratulated for an aerial demonstration which was given on July 21st for the benefit of the C.M.T.C. and R.O.T.C. units in summer training at Fort Bragg. The program was arranged for the purpose of giving the students some idea of Air Corps activities and the interest shown by them nearly stopped the program because of crowding onto the flying field.

Liberal advance notices of the program followed by last minute news that an additional star attraction had been added in the appearance of the TC-5 from Langley Field brought out the biggest crowd that has ever assembled at Pope Field. A conservative estimate placed the crowd at about 9,000, which is a big turnout for this "back-woods" location. Had it not been for the sweltering weather, the temperature registering around 120 in the sun and very little shade available, the crowd would have been several thousands larger.

The program was run off without a single hitch or delay and with no accident of any kind. First Lieut. Ward F. Robinson was the king-pin around whom the program centered and he functioned perfectly. His program for the afternoon consisted of three flights for parachute jumps, two bombing flights and one flight during which flexible machine guns were demonstrated. The parachute jumps kept the big crowd excited as two of the jumps resulted in landings out of sight of the field. Sgt. Edward C. Hillenbrand made the first jump and with a steady wind behind him made a nice landing at the lower end of the field. Sgt. George B. Lloyd was the second jumper and his descent proved to be the most exciting. A sudden change in the wind about the time he jumped sent him skimming through the air towards Little River. His jump was from 3500 feet with about a 600 foot fall before the chute was pulled and before he had come down a thousand feet it appeared as if he would land in or over the river. At one time he was across the river, but a kindly air current in the last 500 feet of descent brought him back onto the reservation side and dropped him about 15 feet inside the line of the woods. Private Marion D. Holman made the final jump from 3200 feet and again luck was with the jumper. The very variable wind stopped this time and Holman made the descent short of the field and in the very edge of a slimy, muddy swamp. Aside from much mud accumulated by the rescue party there was no damage.

Lieut. Robinson's first bombing flight was a close-up demonstration with dummy bombs and the crowd received quite a thrill to see the white painted 25 pounders dropped just in front of them. Then loaded with live bombs he made another flight, and with a big sawdust pile as an objective he gave the crowd something to "Ah" at. Three of the five bombs which were dropped made direct hits on the pile and threw clouds of sawdust in all directions. It was remarkably good bombing in view of the fact that there are no low altitude bomb sights at this station and all the bombs were dropped by eye sighting.

The flexible gun demonstration with Lieut. H.W. Holden doing the shooting proved to be better than expectations. The target was an old airplane wing set in the middle of the field and all tracer ammunition was used in order to get the best effect possible from the spectators' point of view. The tracer bullets immediately set fire to the wing in several places and this result was more impressive than the showing of the bullet punctured target would have been.

The TC-5 certainly put the finishing touches on the program. In command of Lieut. "Bill" Gray, the ship sailed over Pope Field just one hour and a half before it was expected, but a rush landing detail from the 5th Field Artillery arrived promptly and the bag was quickly landed. The ship arrived with the counter-balance gone from the rudder, and although Lieut. Gray and his crew swear they did not explore any church steeples or water towers, their protestations were received rather skeptically. A radio was sent to Langley requesting another rudder and this arrived late in the afternoon via a Bomber flown by Cadet Dawson.

At the start of the demonstration the airship was inspected by the thousands present and then, despite its damaged rudder, it took the air with Brigadier-Genl. A.J. Dowley, Major E.W. Burr and Major J.M. Wainwright as passengers. They were given an hour's ride around the eastern part of the reservation, during which Gen. Dowley had an excellent chance to see how "the biggest artillery range in the world" looks from the topside. In appreciation of his fine ride the General presented the airship personnel a basket of his excellent peaches. These peaches are grown in the General's own yard and are from trees which he planted himself

upon his arrival here several years ago.

The return flight of the TC-5 was made at 7:30 the following morning. The ship had been scheduled to leave at 4:30 a.m., and the entire personnel of the field was routed out at this early hour to toss them in the air, but an unexpected ground fog delayed the start until the later hour.

The closing event of the demonstration was provided by the C.M.T.C. units in the form of a review and then the annual photograph of the entire personnel was taken. The students made an excellent showing in passing the reviewing party headed by Col. Alexander E. Williams, Q.M.C., Commandant of the Summer Training Camps at Fort Bragg.

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TRAINING PERIOD OF RESERVE OFFICERS TOO SHORT

The NEWS LETTER Correspondent from the Hqrs. 2nd Div. Air Corps, Fort Sam Houston, Texas, states that 23 reserve officers, Air Corps, from the 8th Corps Area, completed their 15-day training period on July 30th and that the results obtained are considered eminently satisfactory, although in the opinion of the Regular Air Corps personnel under whose instruction and direction all training has been conducted the time is much too short to properly cover the numerous subjects of which a fully competent pilot in the Air Corps nowadays is required to have a thorough knowledge. Recommendations have gone forward to the Chief of Air Corps that training periods of Air Corps reserve officers be considerably increased, although it is also fully understood that many of our reserve officers would be unable to spare any more time from their civil pursuits.

A new class of reserve officers of approximately the same number as in the first training period started training on August 2nd. It is to be followed by a third class during the second half of August.

The training of the first class of reserve officers started on July 18th, the flying ratings held by these 23 officers being as follows: Airplane pilots, 3; Junior Airplane Pilots, 12; Airplane Observers, 5; Not rated, 3.

Training schedules were closely followed during the entire period. Thirteen reserve officers holding flying ratings reached the "solo stage" before the end of the first week's training. Besides flying training, these reserve officers were instructed in the following subjects: Photography; Administration covering all activities in connection with an Air Corps unit; Camera guns; bombing practice, using the camera obscura; aerial sketching of a given area; engineering; rigging; parachutes, etc., classes being so arranged that flying training was not interfered with, each class of students passing from one instructor to another without loss of time.

During the first week end of the camp, regular personnel carried reserve officers on the following cross-country flights: Lieut. Charles Douglas with Lieut. Hahnel; Lieut. Ray H. Clark with Lieut. Rentfrow and Lieut. Morris with Lieut. Hallonquist to El Paso, Texas; Lieut. L.D. Weddington with Lieut. Heffner to Fort Ringgold; Lieut. Weyland with Lieut. Van Valin, Lieut. Holcomb with Lieut. Gore and Cadet Gillett with Lieut. Cayton to Dallas, Texas; Cadet Bazier with Lieut. Neyer and Lieut. Gillespie with Major Noyes to Galveston, Texas.

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GRADUATION EXERCISES AT BALLOON AND AIRSHIP SCHOOL

The Class of 1926 of the Balloon and Airship School at Scott Field, Ill., was graduated on Friday, July 30th, at 8:00 p.m. The graduation exercises were held in the Officers' Club which had been elaborately decorated for the purpose. Music for the occasion was furnished by the Belleville American Legion Band.

Chaplain Charles F. Graeser began the exercises with a very stirring invocation, after which Lieut.-Col. John A. Paegelow, in his introductory address, outlined the purposes of the school and its future aims. The speakers of the evening were Major Albert B. Lambert, well known in Air Corps circles, and the Hon. Edward M. Irwin, M.C., the United States Congressman from this district. Diplomas were presented by Mr. Carl F.G. Meyer, the representative of the Secretary of War. The following students received diplomas and wings:

Major James A. Mars, 1st Lieuts. John Y. York and Randolph P. Williams, 2nd Lieuts. Edmund C. Lynch, Uzal G. Ent, Edward H. White, Leslie A. Skinner, W. O. Eareckson, Master Sgt. Albert C. Gamble, Staff Sgt. Charles V. Williams, Flying Cadets James C. Richardson, Eugene B. Schildhauer, John A. Tarre, Gordon M. Willis and Anton A. Yotz.

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RUSH BUSINESS FOR CURTISS FLYING SERVICE
By "Casey" Jones

Among the varied activities of the Curtiss Flying Service, Inc., of Garden City, Long Island, N.Y., fast express cross-country flying occupies a prominent place. These trips almost always come without any notice and are always made in an emergency and therefore an arrival at destination on time is imperative.

A flight of this kind was made recently by the Curtiss organization and is one of the longest emergency trips without preparation ever made by them. On June 22nd at about 11:00 a.m., Mr. R.W. Durrance, of Durrance & Co., Brokers, New York, Jacksonville and Tampa, Fla., telephoned the Curtiss Flying Service, Inc., announcing that he would arrive at Curtiss Field at 12:30 p.m. the same day and that he must get to Clearwater, Florida, as soon as possible. He pointed out that he positively had to be in Clearwater before the closing of business on June 23rd. It was evident that no railroad train could possibly get him there, and accordingly one of the fastest ships on Curtiss Field was used.

This passenger was delayed in New York and did not get out to Curtiss Field until 2:30 p.m., and the ship, a Curtiss K-6 Oriole equipped with wing radiators, piloted by Arthur Caperton, was in the air on its way at 2:45. The first stop was made at the Naval Air Station, Anacostia, Washington, D.C., for gas and oil. Pope Field, Fort Bragg, N.C., was reached at nine o'clock that night. Here the ship was serviced and the pilot and passenger spent the night. It might be well to mention here that the officers and men of Pope Field are exceptionally considerate and helpful to civilian pilots and did everything possible to speed the ORIOLE on its way.

At 4:45 the next morning the ship was off, encountering fog and rain all the way to Augusta, Ga., where gas and breakfast were taken aboard. Leaving Augusta at 9:30 a.m., Mr. Durrance was landed on the golf links of the Bellaire Country Club, just half a mile from the Court House in Clearwater, Florida, where he had a most important meeting, at 2:00 p.m., and in plenty of time to complete his business. Mr. Durrance expressed his appreciation of the fast service and incidentally mentioned that the time saved meant thousands of dollars to him.

It is interesting to note that this passenger had never flown before and evidently had complete confidence in the most modern means of transportation, for he thought nothing of taking such a long hop on his initial flight. He also stated that in future he would use air travel whenever it would save him a great amount of time.

The day following the explosion of the Navy Arsenal in New Jersey proved to be one of the busiest in the seven years' history of the Curtiss Flying Service.

On the night that lightning struck the Navy Arsenal building at Dover, N.J., setting off huge quantities of explosives, calls began coming in as early as eleven o'clock in the evening for airplane service, and these increased in number as reporters and photographers phoned their offices advising that it was impossible to get within three to five miles of the arsenal grounds because of the danger from flying explosives and because a guard of Marines and soldiers formed a cordon keeping all away from the danger zone. Consequently, the only way that pictures could be obtained was from the air. Two planes left Curtiss Field at daybreak, one carrying a Curtiss photographer and working for the Daily NEWS, and one carrying John Bockhurst, famous aerial camera man of International Newsreel. These two planes arrived at Dover when things were at their worst, and the flyers reported that the scene below resembled on a small scale conditions encountered over the front during the war. Shells were bursting in the air and buildings were burning. Every few minutes another building would burst into flames and shocks from the explosion of the shells could be felt even in the air.

During the day eight round trips were made to Dover and return, a distance of approximately 150 miles, carrying photographers from Pathe News, Fox Film, International Newsreel, P. and A. Photos and Daily NEWS. Excellent pictures were obtained and the first set of these were rushed to the office of the Daily NEWS, developed and printed and shipped west on the ten a.m. Air Mail. In the meantime other services chartered planes for flights to Cleveland and Boston.

The flights in connection with the disaster were made by C.S. Jones, Wm. McMullen, Paul Boyd and Ted Esslinger, both McMullen and Boyd putting in over ten hours of flying each during the day.

In the meantime, Mrs. J. Benson Marvin, who owns a camp at St. Regis Lake in the Adirondacks, had chartered the Amphibian, piloted by A.L. Caperton, and made

the 300-mile flight from New York in the morning. In the afternoon Caperton carried passengers from the Lake and returned the following morning.

Another ship, piloted by J.P. Andrews, was attending the postponed air meet at Camden, N.J., and took second place in the efficiency contest, then carrying a number of passengers and returning to Garden City late in the afternoon.

All of this flying was in addition to the usual Sunday business, which was carried on by an emergency crew headed by M.M. Merrill. A conservative estimate of the flying done by the Company during the day was something over 3,500 miles, or over 40 hours, and the remarkable fact about the performance was that every trip was carried out on schedule time and without the least bit of difficulty, which is first class proof of the excellency of the Company's ground organization.

The above record is another example of the growing public demand for efficient and safe airplane service and proves that such service is now available to the public.

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AIRSHIP TC-5 HAS A BUSY MONTH IN THE AIR ✓

During the month of July the Airship TC-5 from Langley Field, Va., spent considerable time in the air. On the 8th the Airship, under command of 1st Lieut. W.A. Gray, with 2nd Lt. R. Kieburtz, Warrant Officer R.E. Lassiter, pilots; Sgts. R.E. Quinn and J. Weiss, engineers; and Sgt. H.A. Triplett, radio operator, made a coastal patrol flight to Lakehurst, N.J., and after a five-hour flight up the coast was berthed in the Naval Station hangar at Lakehurst. On the following day the Airship, piloted by Col. T.A. Baldwin, Air Officer, 2nd Corps Area, with four Naval officers as passengers, made a flight to New York and Brooklyn, and after circling these cities a landing was made at Mitchell Field. The ship returned to Lakehurst in the afternoon, remaining at that station until July 13th, when it started on the return trip to Langley Field, arriving there at 2:30 p.m. While at Lakehurst six local flights were made in the TC-5 with members of the "Los Angeles" crew as passengers.

The purpose of this flight was to collect data for future patrol flights along the Atlantic Coast, this being one of the tactical uses of an airship of this type in case of hostilities. The crew of the ship appreciate the kindness and services shown them by the personnel of the Naval Station and eagerly look forward to another visit to Lakehurst.

Upon the return of the TC-5 to Langley a flight was started to Washington, D.C., the personnel on board being Lieut. Gray, Lt.-Col. Fravel and Warrant Officer Lassiter, pilots. At Washington Lieuts. H. Montgomery and H. Dinger were taken aboard and the ship continued on to Philadelphia where the Sesqui-Centennial was visited. Major J.C. McDonnell, in command of the Air Corps Squadron at the Exposition, with several newspapermen, were taken for a flight over the fair grounds and the City of Philadelphia. The return trip was made via Washington, the journey from that city to Langley being made at night and the airship arriving home at midnight. The total flying time for the trip was eleven hours. While at Washington, the TC-5 was inspected by the Hon. Hanford MacNider, Assistant Secretary of War, and Generals Patrick and Fechet.

On July 18th the TC-5, with Lieuts. Gray and Kieburtz and Warrant Officer Lassiter, flew to Fort Bragg, N.C., to take part in an aerial review and demonstration at Pope Field for a regiment of C.M.T.C. undergoing training at Fort Bragg. While at Pope Field, Brigadier-General A.C. Batley, Commanding General of the post, with his staff, were taken for a flight, so that an aerial inspection could be made of the vast government reservation at Fort Bragg. On the trip down the counterbalance of the rudder fell off about 100 miles from Bragg, but the airship was able to continue to Pope Field. A radio was sent to Langley Field and the 11th Bombardment Squadron dispatched a Martin Bomber with a new rudder, which was installed that night by the enlisted personnel of Pope Field in about an hour. The assistance rendered by this detachment in maneuvering and repairing the ship cannot be praised too highly. The TC-5 was moored to the ground at Pope Field with sand bags, and on the following morning the return trip to Langley Field was made in less than four hours.

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INDIANA AIRMEN TRAINING AT WRIGHT FIELD

The entire personnel of the 113th Observation Squadron, Indiana National Guard, were in camp at Wright Field, Fairfield, O., during the first two weeks in August, 14 officers and 81 enlisted men taking the intensive course of training, which included all of the activities of war time observation. Flying missions were carried out by the pilots and observers, the servicing and maintenance of the aircraft being taken care of by the mechanics on the ground.

Captain R.F. Taylor, Indiana National Guard, is the Commanding Officer, and 1st Lieut. G.W. Vawter is the Squadron Adjutant. All of the officers are pilots with world war experience, and four of the enlisted men have recently qualified as pilots. Two Air Corps officers of the Regular Army are now on duty with the Squadron as instructors - Captains W.F. Donnelly and H.W. Cook. Captain Donnelly has been active in National Guard work for several years. Captain Cook, who was a member of the First Pursuit Group overseas and who was awarded a Distinguished Service Cross, was recently assigned to the 113th Squadron. Both of these officers are well qualified for their assignments, and are well liked by every man in the Squadron.

The Squadron includes in its equipment 9 Curtiss JNS airplanes, 3 Liberty trucks, 1 machine shop truck, 1 ambulance, 6 trailers, machine guns, rolling kitchen, photographic and medical equipment. Five of the airplanes were flown to Wright Field. They were all forced down twice by severe storms, but no material damage was done and the planes took the air again without difficulty.

The 113th Squadron is operated as a self-contained unit; it services its own airplanes, cooks its own meals, operates its own first-aid station. It has the following units, each in charge of an officer: Flight A, Flight B, Engineering Department, Transportation, Supply and Communications Departments, Armament Section, Photo Section, and Medical Detachment. In addition to actual flying, there will be a tour of the Fairfield Air Intermediate Depot; a tour of McCook Field; instruction in rigging, engine maintenance, and theory of flight, target practice, etc.

Nearly all of the officers and enlisted men of the 113th live at Indianapolis or vicinity. The National Guard regulations require that they live nearby. The airport is within the Indianapolis Speedway - the place where the world-famous automobile races are held on May 30 each year. The flat land inside of the race track is well suited for a landing field. In addition, it is easily identified from the air by visiting pilots, and is accessible to Indianapolis by paved highway and electric railway.

William H. Kershner, Adjutant-General of the State of Indiana, visited the camp on August 3rd. On the same day Lieut.-Col. Seth W. Cook, Air Officer for the 5th Corps Area, was also present. The camp was inspected by General Kershner and Col. Cook, who expressed great satisfaction with the manner in which it was conducted and the soldierly bearing of officers and men.

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ACTIVITIES OF THE SAN ANTONIO AIR INTERMEDIATE DEPOT

The Engineering Department of the San Antonio Air Intermediate Depot during the month of June overhauled and repaired the following airplanes and engines: Airplanes - 13 DH4M-1, 16 JN, 3 NBS-1, 1 VE-9, 3 PT-1, 1 SM-1A, 1 TW-3, 1 TW-5, total 39; Engines - 31 Liberty, 61 Wright-E.

Several changes have been made in the Engine Repair Section of the Engineering Department, including the moving of the stock room from the side of Hangar No. 6 to the center of the building, thus permitting the straightening out of both the Liberty and the Wright engine lines. Several changes were also made in Sub-assembly and in the ignition and carburetion sections with a view to improving the layouts of same. The improvements inaugurated will materially decrease the average number of man hours consumed in engine production.

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TRAINING OF RESERVES AT AIR CORPS FIELDS

Wright Field:

During the past eight weeks four training camps for Air Corps Reserve officers were held at Wright Field. Each camp was in session for two weeks, the fourth camp closing on July 31st. These four camps have given active training to 180

reserve officers and 50 enlisted men, coming from the States of Ohio, Indiana and Kentucky. Most of them were from Ohio, all sections of the State being represented.

At the fourth camp exactly 80 reserve officers were enrolled, comprising 3 Majors, 13 Captains, 31 1st Lieuts. and 33 2nd Lieuts. Major Lyman R. Walker, of Cleveland, is an architect in civil life; Major Robert L. Rockwell is one of the original officers of the Lafayette Escadrille which served in France prior to 1917; Major L.O. McQuirry has had 20 years' experience in the Army, and had a long service overseas in the World War. The 80 officers were divided into three sections, two of them flying sections and the third non-flying. Each section was in charge of a reserve Major.

The Camp Commander was Captain John G. Colgan, the Commanding Officer of the 88th Observation Squadron, stationed at Wright Field. He was assisted by the Squadron Adjutant, Lt. H.F. Rouse; the Engineer Officer, Lieut. C.W. Pyle; the Supply Officer, Lieut. R.M. Greenslade; and the Quartermaster, Lieut. L.M. Savage. Lieut. Pyle was the Operations Officer and Officer in Charge of Flying for the last camp, Lieut. R.R. Brown being the Operations Officer for the three previous camps. All of these are Regular Officers of the Army. The following reserve officers held staff assignments for the duration of the camp: Lieut. R.D. Penland, Asst. Adjutant; Lieut. E.M. Egelkraut, Asst. Engineer Officer; Lieut. M.F. Crutcher, Asst. Supply Officer; and Lieut. W.C. Steckel, Instructor in Armament. All of these officers acted as instructors in their special lines.

The training was based on the work of an Observation Squadron, and it was the aim of the camp commander to arrange the course so that all reserve officers in attendance could keep abreast of the latest tactical developments in the use of air power. Most of the lectures on tactical problems were given by Lieut. Rouse. Three of the best informed technical men at McCook Field gave special lectures - Lieut. E.R. Page on aviation engines; Mr. Jones on instruments and navigation of the air; and Mr. Rochet on airplanes.

The work of the first two sections alternated between lectures and actual flying, and the third section spent half of its time in the repair shops and the other half in the classroom.

Twenty-two airplanes were allotted for use of the camp, 17 Curtiss JNS, four DeH's and one PT-1.

To show what the reservists thought of their treatment at camp, a letter was written to the Corps Area Commander by Capt. Everett R. Likens, of Wheeling, W. Va. Capt. Likens was the senior officer present at the second camp, and the letter was written at the unanimous request of the reserve officers in attendance: The first paragraph of the letter is as follows:

"We, the Reserve Officers of the 2nd summer training camp, Wilbur Wright Field, Fairfield, Ohio, desire to extend to the officers and enlisted men of the 88th Observation Squadron, Air Service, our expression of gratitude for their extreme courtesy, unusual patience, and constant vigilance which, in our opinion, has resulted in the most successful, enjoyable, and valuable training camp that we have attended since the World War."

During the progress of the camps, work began each day at 7:45 a.m. and continued until 3:45 p.m., the late afternoons being available for recreation. The swimming pool and the 18-hole golf course were the chief attractions after the day's work was done.

Maxwell Field:

The second summer camp for reserve officers opened on August 1st, with 29 pilots, 2 observers and 3 non-rated officers reporting for duty for the 15 days' training. At the close of the first week's training 15 of the pilots were flying solo. On August 7th, seven JNS, piloted by reserves, took off for Birmingham, Alabama, to spend the week end. The return flight was made on the next day.

Twenty students from the Georgia School of Technology completed the six weeks of training at Maxwell Field on July 23rd. At dismounted pistol practice 90 percent of the Cadets qualified as follows: 1 expert, 5 sharpshooters and 12 marksmen.

Post Field, Fort Sill, Okla.

Five reserve officers completed fifteen days' active duty training on July 25th. This camp was quite uneventful, though the Reserves tried hard to wear out the JN training planes, including the new ones recently acquired from the San Antonio Air Intermediate Depot, Duncan Field, San Antonio, Texas.

ROUND-THE-WORLD VOYAGERS EXTEND THANKS TO AIR CORPS

The following Night Letter was received at Wright Field on the morning of July 15th from Evans and Wells, the round-the-world travelers, who made the trip in 28½ days, seven days less than the previous record:

" New York City,
July 14, 1926.

"Major Brett - Please accept our sincere thanks for your valuable assistance the rendering of which enabled us to establish a 28 and one-half days record for circling the globe.

Linton Wells and
W. S. Evans."

These dauntless voyagers were aided materially by Wright Field. It was intended that they should be flown direct to Cleveland, but they did not stop at Omaha, and a message sent to them at that point failed to reach them. The pilots (Captain Thomas Boland and Lieut. Fisher) took them as far as Rantoul, Ill., where they stopped for the night. It was too late to proceed to Fairfield as they had no night-flying equipment. In the meantime, Lieuts. Johnson and Maitland had flown to Cleveland and held themselves in readiness to fly to Mitchel Field when Evans and Wells should arrive. However, Captain Boland and Lieut. Fisher reached Cleveland about 9:00 a.m. on the 14th, and they proceeded directly to Mitchel Field, arriving in the early afternoon. Evans and Wells immediately sent the night letter expressing their thanks for assistance in enabling them to break the world's record.

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THE CURTISS "FALCON" O-1
By Frank H. Russell

The Curtiss Aeroplane and Motor Company, Inc., has just completed the delivery of ten O-1 "Falcon" airplanes to the Army Air Corps, and three machines are now undergoing service tests at various Army fields.

The "Falcon" is a high-performance two-seater observation airplane designed to fulfill the requirements of the Army Air Corps for a modern observation machine to replace the obsolete DeHavillands which until recently have been standard equipment of Air Corps squadrons. It will be remembered that in 1924 the Army Air Service instituted a competition for this type of machine, and the "Falcon" was one of three machines submitted. In this competition the "Falcon" was awarded more points than either of its competitors, was the only machine to exceed the point requirements, and was awarded the first prize. Based on the results of this competition, a contract for ten "Falcons" was awarded to the Curtiss Company. The Curtiss D-12 motor had by this time so firmly established itself as the premier motor of its class that the new contract called for the substitution of the D-12 for the Liberty or Packard motor with which the original "Falcon" was interchangeably equipped. Thus the "Falcon" became a true Curtiss product, designed, manufactured and assembled in its entirety by the Curtiss organization.

The aerodynamic features of the "Falcon" represent the very latest refinements in the art of aeronautical engineering. The entire design was predicated upon the realization of the fact that high performance and extreme maneuverability must be obtained above all else. To this end, the overall dimensions were kept extremely low, in spite of the great weight and bulk of the useful load to be carried, and particular attention was paid in the layout to cleanness of line and to controllability. The excellent facilities for aerodynamic research and test, provided by the Curtiss aerodynamic laboratory, were utilized to the fullest extent. An extensive series of model tests was conducted in the wind tunnel to determine the arrangement which showed the best combination of high performance and maneuverability, together with greatest possible visibility in all directions, without sacrificing any of the other requirements of the design. The final design was of a single-bay tractor biplane of small overall dimensions having a pronounced stagger combined with sweepback in the upper wing. The value of the engineering research carried out in the preliminary stages of the design can be appreciated when one realizes that the "Falcon" out-performs and out-maneuvers any observation machine in service today, while still meeting in a highly successful manner all of the requirements for an observation machine.

Structurally, likewise, the "Falcon" is the embodiment of advanced engineering, and all parts have been designed to afford a maximum of strength and rigidity with a minimum of weight and bulk. U.S. Army strength requirements, which for a design of this type are high, have been met or exceeded throughout.

The biplane wing cellule is composed of five panels; two lowers, two upper outers, and one upper center section. The wing beams are a combination box and I Section, with spruce flanges and thin spruce planking webs. This type of construction provides extreme rigidity and strength with low weight. The ribs are of the Warren truss type, with thin birch plywood webs. Considerable ingenuity is evidenced in the design of the wing fittings, of duralumin and steel, which are light, simple and strong. Drag bracing consists of duralumin struts and streamline wires. The rigidity and true contour of the leading edge of the wing is preserved by a sheathing of thin duralumin, extending back to the front beam. Covering is the usual fabric. The interplane struts are of streamline steel tubing with simple adjustable ends, and the interplane wires are streamline.

The pronounced forward stagger, combined with sweepback of the upper wings, provides an excellent field of vision for both pilot and observer.

The fuselage is constructed entirely of duralumin tubing, using a patented riveted joint connection for the members, which form a rigid Warren truss. In order to facilitate construction and to preclude any possibility of fatigue due to vibration, the major fuselage fittings, including wing hinges, landing gear attachments, etc., are of high tensile steel. Although a considerable amount of engineering research and experimenting was necessary in order to perfect the duralumin fuselage, the saving of approximately 25% in weight more than justified the extra effort.

The motor mount is a detachable welded steel unit, of the type which has proven so satisfactory on the Curtiss "Hawk" pursuit machine. The quick detachable feature makes possible the installation of Curtiss D-12 and Liberty 12 engines, interchangeably.

The landing gear is of the well known Curtiss split-axle, using rubber compression discs, housed within the fuselage, as the shock absorbing medium. This type of landing gear, which has been successfully used for several years in the "Hawk", is ideal for taking off or landing on rough or muddy ground, grain fields, etc., possesses a very high degree of shock absorbing ability, and is far superior to the rubber cord type from the maintenance standpoint. The tail skid is slung in such a manner as to prevent the sudden application of heavy loads to the fuselage in a hard landing, and is steerable, a feature which permits a high degree of ground maneuverability when taxiing.

The tail surfaces are constructed entirely of duralumin, with fabric covering.

As has been mentioned before, the power plant consists of either the Curtiss D-12 or the Liberty 12 engine. Features of the power type which are of particular interest are the underslung, or funnel type of radiator, which is of advantage both from an aerodynamic and a vulnerability standpoint; the oil temperature regulator, a feature which not only facilitates quick starting in cold weather, by rapidly warming the oil, but also prevents the oil from overheating in flight; and the Curtiss-Reed duralumin propeller. The fuel tank, which can be instantaneously dropped by the pilot in case of fire or an impending crash, is of nickel-plated duralumin, a patented Curtiss feature, which provides the serviceability and excellent maintenance features of a brass tank at a great saving in weight. Fuel for 3 hours flight at full throttle is carried, and, in addition, an auxiliary tank can be almost instantly attached under the fuselage, increasing the endurance to $4\frac{1}{2}$ hours or 675 miles. This tank, like the main tank, is of nickel-plated duralumin and is droppable. The total gasoline capacity is 169 gallons.

The ingenuity and experience of Curtiss engineers is perhaps best evidenced in the pilot's and observer's cockpits, where are located not only the controls and instruments necessary for operating the ship, but also over 600 pounds of useful load and equipment in the form of armament, camera, radio, bomb sights and the other necessary paraphernalia of an observation plane. And in spite of the small size and clean lines of the fuselage, all of this equipment is conveniently located and easily operated by the crew.

The performance of the "Falcon" with its full military load of almost a ton (1,750 lbs.) exceeds by a wide margin that of any other observation plane in service today.

With the D-12 motor installed, its approximate performance is, high speed 150 m.p.h., initial rate of climb 1,200 ft. per minute, with a service ceiling of over 18,000 feet. With the Liberty motor, although the high speed drops slightly it still has about 10 miles excess in speed over any other observation type. Furthermore, it possesses a degree of maneuverability never before obtained in a ship of this class, comparing favorably in this respect with the Curtiss single-seater pursuit planes. These features, combined with its great range of vision, durability and easy maintenance characteristics, make it an outstanding type in the list of Curtiss contributions to military aircraft.

The desirability of restricting the number of different types of planes in military service is becoming evident in the Army Air Corps as well as in Naval aeronautics. The Curtiss "Falcon" meets this trend of development in a peculiarly fortunate manner. Interchangeability of power plants from the Liberty-motored observation to the D-12 motored plane with maximum performance, is obtained without any change in the ship aft of the firewall, the engine mounting being attached to the fuselage by four bolts. Further, while this ship is built as an observation plane, the Service is making an intensive study of it as a two-place fighter at Selfridge Field, where it has been found to outperform in many instances at high altitudes the standard pursuit ships. It will later be tried out as an attack plane, where its high speed, quick control and ability for quick dives and "zooms" will be of great advantage.

It is obviously desirable for the Service to acquire a ship, the spare parts, maintenance and servicing of which are identical, whether it be adapted for any one of a number of special services.

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WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes of station: 2nd Lieut. Robert L. Brookings from Chanute to Bolling Field.

1st Lt. Frederick M. Hopkins, Mitchel Field to New York Univ., New York City
Capt. Lynwood B. Jacobs to Infantry School, Fort Benning, Ga.

1st Lieut. Aaron E. Jones, Instr. Mass. Nat'l Guard, Boston, to Panama Canal Zone, sailing about March 2, 1927.

1st Lt. John W. Benton, Crissy Field, to Hawaiian Dept., sailing Oct. 28th.

1st Lt. C.H. Mills from Walter Reed Hospital, Washington, to Chanute Field.

1st Lt. Burnie R. Dallas, from Office Chief Air Corps, to Rockwell Field.

2nd Lt. Fred A. Ingalls, Scott Field, to Walter Reed General Hospital for observation and treatment.

2nd Lt. Norme D. Frost, Brooks Field, to Hawaii, sailing October 28th.

1st Lt. Eugene B. Bayley, Crissy Field, to Uniontown, Pa., to assume command of Burgess Field.

1st Lt. Edgar T. Selzer, Brooks Field, to Detroit, Mich., as Instructor of Air Corps, Michigan National Guard.

Following officers to Panama Canal Department, sailing about Dec. 2nd: 1st Lt. Clarence F. Horton from Langley Field; 1st Lt. Hugh C. Downey, McCook Field, 2nd Lt. Hoyt S. Vandenberg from Fort Crockett, Texas.

Following officers, upon completion of tour of duty in Panama, to proceed to stations indicated: 1st Lt. James T. Curry to Fort Crockett, Texas; 1st Lt. Melvin B. Asp to Fairfield Air Intermediate Depot; 1st Lt. John R. Morgan to Brooks Field; 1st Lt. Hugh C. Minter to Selfridge Field; 1st Lt. Edward L. Fernsten to Brooks Field.

Lt.-Col. C.C. Culver from Kelly Field to Langley Field, Va., to assume command of that station.

Reserve Officers ordered to active duty: For 15 days from August 2nd:- at Wright Field, 1st Lt. Walter F. Reagan; at McCook Field, Capt. Samuel H. Anderson, 1st Lts. Byron G. Cook and Michael Rubner; at Mitchel Field, Capt. Arthur Wilson, John A. Weishampel, Charles O. Dost, 2nd Lt. Orrin E. Ross; at Langley Field, Va. Capt. Wm. Reading, 2nd Lt. Frank P. Haydon; at Rockwell Field, 2nd Lts. Wm. P. Williams, Paul B. Nelson; at Chanute Field, 2nd Lts. Fred W. Heckert, Guy E. Lawrence, Charles L. Paulus; at San Antonio Air Intermediate Depot, 1st Lt. James E. Scheirer; at Ross Field, Arcadia, Calif., Capt. Morris L. Boxwell; at Post Field, Okla., 2nd Lt. Morris A. Schellhardt; at Office Chief of Air Corps, Washington, D.C., Capt. C.C. Shangraw and 2nd Lt. Anthony L. Merrell; at Marshall Field, Kansas, 1st Lt. Charles I. Henderson; at Kelly Field, Major Phillip P. Cook - For 15 days from July 18th - at McCook Field, 1st Lt. George W. Haskins;

For 15 days from August 9th, at Langley Field, Lt.-Col. Wm. H. Garrison, Jr. -
For 15 days from August 1st, at McCook Field, Capt. James R. Walsh.

Resignations: 1st Lieut. John A. Macready, August 9th. 1st Lieut. Max
F. Meyer, August 1st.

Promotion: 2nd Lieut. James T. Cumberpatch to 1st Lieut. with rank from
April 1, 1926.

Detailed in Air Corps: 2nd Lieut. John W. Bowman, Cavalry; 2nd Lieut. Frank
G. Irvin, Infantry; 2nd Lieut. Richard H. Bridgman, Cavalry - all to take pri-
mary flying training at Brooks Field, Texas, commencing Sept. 13th.

Relieved from Air Corps: 2nd Lieut. Joe R. Sherr (Signal Corps) to 2nd Divi-
sion, Ft. Sam Houston, Texas; Capt. Olaf P. Winningstad (Ord. Dept.) to
Washington, D.C. for duty in Office Chief of Ordnance; 2nd Lieut. John Wm. Black
to Field Artillery, at Ft. Sam Houston, Texas; 2nd Lieut. Wm. O. Heacock to
Cavalry at Fort Huachuca, Ariz.

Orders revoked: Re. 2nd Lieut. Howard H. Couch proceeding from Scott to
Langley Field; re. 1st Lieut. James C. Shively proceeding from Kelly Field to
the Hawaiian Department.

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DEATH OF LIEUT. E.H. BARKSDALE

Lieut. Eugene H. Barksdale, Air Corps, test pilot at McCook Field, Dayton,
Ohio, met his death August 11th while flight-testing an airplane. While in a
fast spin, Lieut. Barksdale evidently found it necessary to jump from the plane
in his parachute. Unfortunately, the chute, while it opened, became tangled
in one of the rear flying brace wires, cutting the shroud lines and causing
Lieut. Barksdale to fall free.

Lieut. Barksdale was born November 5, 1895, at Goshen Springs, Miss. He
was attending the Mississippi Agricultural and Mechanical College in his junior
year when he joined the Aviation Section, Signal Corps, in 1917, receiving his
ground school training at Austin, Texas. He received his flying training over-
seas with the Royal Flying Corps at Oxford, England; and at several other avia-
tion schools in that country. Upon completion of his training he was assigned
to the 41st Squadron, Royal Air Force, in July, 1918. He was on active duty at
the front with this Squadron until October 15, 1918, when he was transferred to
the 25th U.S. Aero Squadron. While on duty with the Royal Air Force he received
official credit for three destroyed enemy aircraft and participated in the
destruction of five other enemy aircraft.

Upon his return to the United States Lieut. Barksdale served at Camp Vail,
N.J.; Mitchel Field, N.Y., and McCook Field, Dayton, Ohio, his duties at the
latter station being that of test pilot.

Lieut. Barksdale was buried with full military honors at the Arlington
National Cemetery.

The Air Corps extends its sincere sympathy to his family.

NOTES FROM AIR CORPS FIELDS

Kelly Field, San Antonio, Texas, July 23rd.

Fourteen airplanes, bearing students and instructors of the Observation Section of the Advanced Flying School, took off from Kelly Field on July 10th for Laredo and Eagle Pass on long distance reconnaissance missions. Eight of the planes, including one flown by 1st Lt. G.M. St. John, instructor, were assigned to Laredo as their first stopping place and the other, including 1st Lt. Wm. S. Gravely, instructor, headed for Fort Clark. All of the planes returned to Kelly Field the next day.

The birthday of the 41st School Squadron was celebrated in fitting style by the officers and enlisted men of the organization, beginning with a real get-together dance on Friday evening at the Hostess House. Many of the "Charlestoners", as well as the charming ladies of the outfit, never missed a dance. Commencing at 9:00 a.m. Saturday, July 10th, the married men and single men crossed bats for the Squadron baseball championship, much to the sorrow of the married men. The married men gave as an excuse that they were up too late the preceding evening and even the charming fans failed to inspire the benedicts, the game ending 8 to 4. After a tug-of-war, sack race and potato race, those who still had energy enough dragged themselves to the attractive 41st dining room where the tables groaned under the weight of fried chicken and many other tempting dishes. The dinner was presided over by Mrs. Culver, in the absence of Lt.-Col. Culver, and was a great success from every standpoint.

First Lieut. Dache M. Reeves, who has been Assistant Director of Academic Training in the Advanced Flying School, was transferred to Washington for duty in the Office Chief of Air Corps.

Captain Burdette S. Wright, Operations Officer, ACAFS, Kelly Field, and 1st Lt. H.H. George, supervisor of Pursuit Aviation training at Kelly Field, were ordered to McCook Field, Dayton, O., to test new pursuit training planes. The planes were built at McCook Field and are now ready for tests by School pilots. No new pursuit training plane will be put into use at the Advanced Flying School until the training planes now on hand are worn out.

Flights from Kelly Field to Galveston were made by Lieuts. W.A. Maxwell and W.C. Goldsborough. Lieut. Maxwell flew to the Gulf City on an official mission connected with supplies at that place, and Lieut. Goldsborough, who just reported at Kelly Field, made the flight to familiarize himself with the country.

Flights from Kelly Field to Pensacola, Fla., were begun by Major A.L. Sneed, Executive Officer, and Major Roy S. Brown, Engineering Officer. Major Sneed took off in a DH on July 16th for Bentonsville, Ark., to attend the opening of a new flying field at that place. They will fly from there to Maxwell Field, Montgomery, Ala., and from there to Pensacola, Fla., Major Brown flew direct from Kelly Field to Maxwell Field, where he was stationed before coming here. He will visit the National Guard training camp there and then proceed to the Florida Naval Training Station. Major Brown left Kelly Field July 18th in an O-2 plane.

Flying Cadet F.J. Lauer, student in the Advanced Flying School, narrowly escaped death or serious injury early July 19th, when the landing gear of his plane collapsed and the plane burst into flames. The accident occurred on the flying field. As the ship, a Douglas O-2, struck the ground the wheels crumpled and it went up on its nose. At the same moment it caught fire. Cadet Lauer, who was making his first solo flight in a Douglas plane, leaped from the cockpit and escaped with slight burns. It was the first Douglas O-2 to catch fire at Kelly Field.

Major F.M. Andrews, Commandant of the Advanced Flying School, left Kelly Field in a Douglas O-2, July 21st, for Fort Crockett, Texas, to confer on gunnery matters at that station. He returned same date.

San Antonio Air Intermediate Depot, Duncan Field, Texas, July 15th.

Recently two carloads of DH4M-2-T's were received at this Depot for assembly. These planes were built for dual instruction and have quite a number of improvements over the old M-2's. They will be a great asset to the School Group at Kelly Field.

Captain Edward Laughlin, Chief Engineer of the Fairfield A.I.D. and formerly Chief Engineer Officer of this Depot, dropped in at this station July 14th from a cross-country for a short stay with his many old friends here.

Lieut. Halverson left July 3d, flying one of our special DH's, for Mission, Texas. Forced down (?) by a rainstorm, he spent the night in the "Free State of Duval" (San Diego, Texas) and continued to Mission on the 4th, returning next day.

Three Douglas O-2's were ferried to this Depot last week by Cadets from the 3rd Attack Group at Fort Crockett, Texas, for motor changes. The last one returned to Fort Crockett July 2nd.

The structural steel work of the new hangar is finished and ready for installation of doors, now in process. It is expected to begin pouring concrete for the floor this week. The test hangar crew looks forward to its completion with pleasant anticipation of relief from the existing cramped conditions due to lack of storage space.

San Antonio Air Intermediate Depot, Duncan Field, Texas, July 28th.

The Dope and Paint Section of the Engineering Department of this Depot has moved into the new Dope Shop. While this structure will not be completed until sometime in the future, it affords much better working facilities in its present condition than the old Dope Shop and, when completed, will be the most up-to-date in the Air Corps.

Major Pirie flew our "Sea Gull" to Fort Crockett, Galveston, Texas, July 16th to inspect the Air Corps equipment at that station, returning next day.

Lieut. A.W. Vanaman flew to Dallas in the "Sea Gull" on July 17th, returning here on the 18th.

Lieut. H.A. Halverson with Lieut. R.V. Ignico as passenger flew to Dallas on July 18th, returning the 19th.

Warrant Officer C.R. Mayberry is taking advantage of two months' leave of absence, beginning July 26th.

The Civilian Club at this station held its regular dance on the evening of July 24th in the Service Club. The popularity of these functions among the civilian personnel was again manifested, a large number being present.

Wright Field, Fairfield, Ohio, July 22nd.

During the absence of Major A.W. Robins at Kelly Field, Major George H. Brett is Commanding Officer at Wright Field, in addition to his regular assignment as Chief of the Field Service Section. Major Brett assumed command on June 9th and during his temporary absence in Washington Capt. John G. Colgan was in command.

Captain Edward Laughlin, Engineer Officer, is making an extended flying tour and will visit several Air Corps stations. In his absence Lieut. Milo McCune is acting Engineer Officer.

The following cross-country flights were made by personnel of this station: Lieuts. E.P. Gaines and L.B. Savage to Louisville, Ky.; Lieut. E.P. Gaines and Capt. A.W. Stevens to Selfridge Field on a photographic mission; Lieut. H.A. Bartron and Capt. Stevens to Chanute Field; Lieut. Ray A. Dunn and Lieut. L.J. Maitland to Kokomo, Ind., July 18th, where they assisted in the dedication of Shockley Field, a new field adjoining the National Guard Airdrome at Kokomo.

Many different pilots ferried airplanes from Wright Field to other stations during the past six weeks: Following is a partial list of those who ferried airplanes which were overhauled at the Repair Shops: Lieut. B.F. Griffin, four Jennies to Lambert Field, St. Louis, Mo.; Lieuts. Johnson and W.B. McCoy and Cadet Cote, 3 Jennies to Maxwell Field; Lieut. Isaiah Davies one Jenny to Richards Field; Capt. Thomas Boland and Lieut. A.L. Jewett, two Jennies to Marshall Field; Lieut. D.G. Stitt one plane to Post Field; Lieut. Palmer, Minn. National Guard, one JN to Minneapolis, July 16th; Sgt. J.G. O'Neal one C-1 to Selfridge Field, July 11th; Lieut. C.M. Brown, one JN to Bowman Field, July 6th.

The following made ferrying trips to the Boston Airport: Lieuts. G.V. McPike, W.G. Duke, W.J. Hanlon, H.A. Sutton, H.R. Wells, Capt. C.W. Ford and Sgt. Colb.

Among those who made the Airways flight and stopped at the Model Airways Control Station at Wright Field during the past month were Major Hubert R. Harmon, Captain C.E. Rust, Lieuts. K. Sloan, H.A. Dinger, R.E. Culbertson and R.C. Moffat.

Other recent visitors were Majors Carl Spatz, S.W. FitzGerald and W.G. ~~Ellison~~ who flew three P-1 planes from Selfridge to Bolling Field; Lieut. M.L. Ellison in a C-1 from Selfridge; Lieut. L.C. Blackburn in an O-2 from Kelly Field and Lt. McConnell, of the Tennessee National Guard, in a TW-3. Another visitor was Adjutant General James A. Kehoe, of Kentucky, who came from Frankfurt by air with Lieut. R.R. Brown. General Kehoe remained for several days, being especially interested in the work of the Reserve Officers' camp.

Among the new officers who have recently come to the station is Lieut. R.M. Greenslade, assigned as Supply Officer of the 88th Observation Squadron.

Field Service Section, Fairfield, Ohio, July 22nd.

Major George H. Brett went to Washington July 12th to attend a conference called by the Chief of Air Corps to make recommendations concerning the Maintenance inspection system now being tried at Mitchel Field.

Lieut. E.C. Crumrine was appointed Chief of Maintenance, relieving Lieut. C.A. Cover, who was transferred to Santa Monica, Calif., and who will represent the Air Corps at the Douglas Aircraft Factory. Lieut. O.O. Niergarth is the new Chief of Cost Requirements, replacing Lieut. Wm. J. Hanlon, due for the Philippines. The following officers are expected to arrive at the Field Service Section next fall: Capts. L.B. Jacobs, S.A. Blair, Lieuts. H. H. Stromme and E.C. Whitehead. Lieut. Robert E. Selff was appointed Executive Officer of the Field Service Section and Lieut. Barney M. Giles remains in charge of Materiel.

Major Brett recently delivered two lectures at McCook Field to the graduating class of the Tactical School from Langley Field and to the Engineering School. He outlined the work of the Field Service Section and its relation to the fields and stations, showing how the Supply Division begins its work where the Engineering Division stops; that the two divisions work together, the one to invent and perfect new equipment, the other to procure, allot and maintain same.

Messrs. W.D. Kennedy and W.M. Moore returned June 27th after spending several weeks at Mitchel Field and at Middletown. While at Mitchel Field they were engaged in coordinating the tentative Maintenance Inspection System with the Maintenance, Supply and Cost activities of Field Service.

Mr. L.W. Armour was called to active duty at Scott Field for two weeks as a 2nd Lieut., Air Corps Reserve.

Field Service officers made numerous flights during the past month, Lieut. B.M. Giles with Mr. Dixon as passengers flew to Chanute Field, and later with Mr. Roy Isaacs as passenger flew to Bolling Field; Lieut. E.C. Crumrine flew to Selfridge and Lieut. O.O. Niergarth to Grand Rapids, Mich.

Mr. John H. Pettitt, of the Field Service Section, was transferred to the Middletown Air Intermediate Depot, where he will be Chief Draftsman.

Major Brett recently received a personal letter from Major E.A. Lohman, who has been in command of Phillips Field and was assigned to the Tactical School at Langley Field. Major Lohman writes in part:

"Before severing my connections with Phillips Field I would like to express my appreciation to you personally for the many courtesies shown us during my stay here. As this is not a strictly Air Service Field we are handicapped in many ways and the manner in which we, at times, do business is different from that at a strictly Air Corps Field. Your office has at all times been courteous and I have nothing but the kindest feeling for the many courtesies extended me."

Luke Field and 5th Composite Group, Hawaii, July 12th.

Representative Stewart Appleby of New Jersey was given a flight from Luke Field to Wheeler Field and then over Honolulu June 14th. The Congressman rode in a Loening Amphibian and was accompanied by two DH4B's and a Martin Bomber.

Lieut. J.S. Griffith, who left for the States three months ago as a bachelor, returned to Honolulu on the CITY OF LOS ANGELES June 20th, with a wife in command of the Griffith outfit. The steamer was met by an Aloha flight of three airplanes from the 19th Pursuit Squadron.

Lieut. Paul H. Prentiss is getting a bit superstitious. Flying MB3A 13 on an aerial gunnery mission he shot too long a string. The gun overheated and continued firing without synchronization. Result 13 holes in the prop of Ship #13.

Lieut. Whitten arrived on the CHATEAU-THIERRY and was assigned to the 19th Pursuit Squadron. Major R.E.M. Goolrick, Capt. H.M. Elmendorf, Lieuts. H.L.

Clark, G.S. Salisbury, L.C. Mallory and D.W. Norwood left on the Chateau-Trierry on its return to the mainland June 22nd. The evening previous these officers were guests of Luke Field officers at a stag dinner in Gold Room of Young Hotel.

The Luke Field baseball Club, managed by Lt. Henry Kunkel and captained by Staff Sgt. Alsup have had things pretty much their own way in the Sector Baseball League. Since the season started the Luke Field "Fliers" won 15 consecutive games and in the last 28 innings were not scored on. Much of the credit for this string of victories must go to "Smoky" Earnhart, V2d Sqdn., who did the greater portion of the mound work for the Fliers. Incidentally Earnhart pitched 27-1/3 of the 28 scoreless innings record. On June 16th the Fliers took on the University of Calif. team which was sojourning in Honolulu and lost 8 to 7, although Luke Field was leading 3 to 1 at the end of the 5th. The Bears, however, gathered six runs in the 8th and one in the 9th, and the "Fliers" could not quite make the grade.

The Pursuit and Bombardment Officers met June 29th on the Luke Field diamond, and although the Bombers started off with a rush and scored four runs in the first three innings they took the short end of an 8 to 7 score.

Luke Field and Fifth Composite Group, Luke Field, T.H., July 16th.

Lieuts. Ferguson and Langmead, pilots, with Capt. Peters, M.C., Sgts. Lalonde, Yager and Williams, Pvts. Quinn and Rahl, passengers, made an inter-island flight to Upolu Point, Hawaii, in two NBS-1's July 8th to escort Lt. Worthington in the Amphibian back to Luke Field. Lts. Worthington and Givens were engaged in the experiment of sowing tree seeds on forest reserve lands devastated by fire. The flight left Luke Field at 7:25 a.m. and proceeded down the windward coasts of Molokai and Maui to Upolu Point, arriving at 10:25 a.m. The ships were gassed and the return trip made the same afternoon, leaving at 3:25 p.m. and arriving at Luke Field at 5:25 p.m. At Upolu Point the personnel were received with fine hospitality, the people from the Hawi Plantation doing everything in their power to make the short stay enjoyable.

An MB3A airplane mounted on a truck was furnished by Luke Field for the patriotic parade held in Honolulu on the morning of July 5th.

Hqrs. 2nd Div. Air Corps, Ft. San Houston, Texas, July 10th.

The work of re-establishing the post of the 12th Obs. Sqdn. has been going forward at a great pace and routine work started in earnest. Much of this has been cross-country flying and cooperation with units of the 2nd Div. and the CMTC Camps undergoing their yearly training here. Demonstration of radiophone communication, air to ground, to these students constituted so far the "main event".

Cross-country flights were made as follows: Lts. Cuy H. Gale, L.P. Holcomb and Otto P. Weyland, piloting 3 Douglas C-2 planes, with mechanics, to Fort Clark, Texas, July 5th, to participate in maneuvers with ground troops there in aerial observation and radio communication, returning July 9th - Lts. Harry Weddington and Ray H. Clark to Houston, Texas, July 3rd, in a DH for cross-country training, returning July 5th - Lt. Russell L. Williamson and Master Sgt. A.F. Bryant in a DH July 7th to Washington, D.C. - Lt. Ray H. Clark with Sgt. L.L. Bentley in a DH to Denver, Col., by way of Dallas, Muskogee and Liberal, Kans. to select suitable emergency landing fields, etc. - Lt. L.P. Holcomb in a DH July 9th to Scott Field, Ill., following regular Airways route - Lt. Chas. Douglas, in a Douglas, with Staff Sgt. Fred L. Pierce, as passenger, to Houston, on July 10th.

Hqrs. 2nd Div. Air Corps, Ft. San Houston, Texas, July 18 - 31st.

Lieut. L.D. Weddington, C.O. of 1st Photo Section, was engaged in a series of tests with the Douglas C-2 plane with full military load (photographic installation at service ceiling. Tests have not yet been completed.

Lts. Harry Weddington with J.A. Smith, observer, left July 17th for New York on a cross-country training flight. Lt. L.D. Weddington, with an enlisted mechanic, left July 17th on a cross-country training flight to Childress, Texas.

Lt. R.L. Williamson, with Master Sgt. Bryant, returned from a cross-country flight to New York. The flight was reported as successful in all respects.

Lt. L. P. Holcomb returned from a cross-country training flight to Scott Field, Ill., July 15th, covering a route not usually followed. As a result Lt. Holcomb gained valuable experience in cross-country flight training.

Following appointments were made in the organization as of July 14th: Pvt. Joseph E. Pust to Corp.; Pvt. 1/cl. Francis P. Eme to Specialist, 1st Class; Pvt. 1/cl. John W. Ankeny to Specialist, 2d Class; Pvt. Herbert M. Blass to Specialist,

4th Class; Pvt. Izydor Plasczyk to Pvt. 1st Cl., Specialist 5th Class.

The Comdg. Gen. of this Division requires that all units of the post organize baseball teams, so upon arrival of the 12th Obs. Sqdb. and 1st Photo Section from Fort Bliss on June 22nd, a team was hastily organized and games with the smaller fry arranged. So far the team won all of the seven games played.

Capt. Walter Bender, Adjutant, is taking advantage of a month's leave of absence to tour Colorado, Montana, Wyoming and through to the State of Washington. During his absence Lieut. G.H. Gale is acting Adjutant and Lieut. W.C. Morris as Operations Officer.

Langley Field, Hampton, Va., July 19th.

11TH Bombardment Squadron: Ten flights were made during the past week for a total of 15 hours and 35 minutes. Practically all of the flying was in connection with the training of ROTC students.

20th Bombardment Squadron: Squadron activities were at a minimum the past week, 10 hours and 10 minutes being flown in connection with training of ROTC.

After an absence of nearly five weeks, 2d Lt. A.Y. Smith returned July 14. He was on detached service at Philadelphia and will doubtless find the routine at this station boresome after his stay at the Sesqui-Centennial Exposition.

The assignment of 1st Lt. E.H. Basset, Res., to the Sqdn. July 8th makes the second event of a similar nature to occur in 3 months' time. Lt. Basset, like Capt. Cecil G. Sellers, who was recently assigned to us, was trained as a pilot in France during the war. He was not assigned to any organization during that period but was carried as a casual, therefore having no opportunity to participate in any official engagements or raids. After the war Lieut. Basset went back to civil life and in 1921 established a residence in Indianapolis near Schoen Field. Taking advantage of this flying field in the near vicinity Lieut. Basset again took up flying and has kept his hand in from that time to date. In 1925 he flew pursuit and other type ships at Selfridge Field during the reserve training schedule at that station. As yet he has not been assigned to any official duties other than those connected with his flying.

Master Sgt. Joseph Costello was relieved from special duty at the Post Exchange and is now our Line Chief. He came to us from the Philippines sometime ago, replacing Master Sgt. Sam Salansky, who elected to spend the last few years of his ^{service} in a warmer climate. From personal observation and from what we have learned about Sgt. Costello's life in the service we feel sure he will prove a very efficient co-worker for the good of the organization.

96th Bomb. Sqdn.: Sgt. Kirkpatrick's ship has the larger part of the 42 hrs. and 25 minutes flown for the month, his ship being the only one in commission most of the time. We have one ship waiting for major overhaul at the Aero Repair Shop, and the other has been out for the last few days changing motors.

59th Service Squadron: The organization moved into the remodeled quarters previously occupied by the 11th Bomb. Sqdn. After being quartered in the old 59th barracks for more than four years, the older men of the organization seemed to feel the pangs of leaving an old home, although all hands like the new barracks and in due course of time will become accustomed to the high ceiling. A new mess hall has been provided, much to the delight of Mess Sgt. Thomas White, and the usual brand of good chow is assured by him.

Langley Field, Hampton, Va. July 24th:

20th Bombardment Squadron: The Squadron flying activities for the week were confined mostly to training of ROTC. A total of 30 hours was flown in this work, and much progress was made.

96th Bombardment Squadron: The 96th Squadron has about 65 hours of flying time this month, which is comparatively small for the summer months, although we have only two ships in commission.

Capt. Francisco is on active duty now with us and we hope he will like the squadron.

The Squadron boat is now equipped with a new motor and is being painted. We hope to have it on the water shortly for week end holidays.

11th Bombardment Squadron: The Squadron flew a total of 48 hours and 5 minutes the past week, representing 50 flights. All of this flying was in connection with training of ROTC students.

Scott Field, Illinois, July 13th.

During the past two weeks we were visited by the following heavier-than-air

pilots: Captain Woolsey, Capt. Wossall, Reserve, Lts. R.E. Fisher, Brookley, Hildreth, Maxwell, Elgin and Holcomb.

The course in observation, suspended during the winter months, has now been resumed. This entails the location of A.H.Bs and Artillery Reglage from Caquot observation balloons. At present two of the kites are available and a third is being inflated, as it is necessary to complete the course as speedily as is consistent with the standard required.

Scott Field, Illinois, August 4th.

The two weeks' course for reserve officers was completed July 31st, when they were at liberty to return to their usual walks of life. Heretofore this course was in the nature of a vacation for them, but this time the lid was screwed down and knowledge was given out in unavoidable doses. And, strange to say, they liked it.

The graduation exercises in connection with the last class at the Balloon and Airship School were followed by the best dance of the season, even J. Pluvius helping things out by sending a bit of cool weather for the occasion. The dance was well attended, the music exceptionally good and the decorations and food above reproach, so that all in all the components of the Rubber Cow industry may well congratulate themselves on having put over one bang up party.

Pilots who visited the field during the past two weeks were: Majors Brooks, Spatz, McChord, Capts. Laughlin, Woolsey, Johnson, Lts. F.M. Braily, H.S. Smith, J.Z. Johnson, Banfill, Weddington, Davasher, R.E. Fisher and J.P. Richter.

The swimming party July 22nd was followed by an informal dance in the Officers' Club, music being furnished by one of the new Brunswick victrolas with an electric orchestra attachment, the purchase of which is being considered.

Airship flying hours by types: TA ships, 20 hrs. 20 min.; TC ships, 110 hrs. 25 min.; RS-1, 27 hrs. 15 min.; Caquot Balloon, 35 hrs. 20 min.; free balloon, 16 hrs. 10 min.; heavier-than air x-country, 60 hrs.; headier-than-air airdrome flying, 11 hrs. 55 min. Man hours: Airships 1140 hrs. 20 min.; Caquot balloon, 69 hrs. 15 min.; free balloon, 32 hrs. 20 min.; heavier-than-air, 142 hrs. 50 min.

Maxwell Field, Montgomery, Ala., August 9th.

Lieuts. Johnson and Whatley with Flying Cadet Cote returned from Fairfield, O., July 28th, ferrying 3 new JNS planes, which boosts our number of parachute Jennies to six. Four more are to be transferred in the near future.

Lieuts. Melville and Old returned from Fort Barrancas, Fla., July 28th, where they were on temporary duty towing targets for the Coast Artillery at that place. We are proud to state that no targets were lost on the mission.

Major-General Johnson Hagood, Comdg. Gen. Fourth Corps Area, made a recent formal inspection of the post in connection with the erection of married non-commissioned officers' quarters. These quarters are badly needed and will make a desirable addition to the garrison.

Lieut. Phillips Melville, recently of McCook Field, reported here as senior instructor of ORC. Upon completion of summer training he will go to Langley.

Flying time for July was as follows: Total man hours, 539:15; total aircraft hours, 389:10; Man hours, ROTC, 69:35.

Post Field, Fort Sill, Okla., July 26th.

Sergeant Charlie R. Herring and Corporal George W. Wehling, of the 44th Obs. Squadron, gained considerable publicity by making a series of live parachute jumps during the month of July. These noncommissioned officers, both graduates of the Air Corps Technical School, Chanute Field, Ill., are taking a keen interest in demonstrating the reliability of Army parachutes and in stimulating confidence in their use.

Two of our high ranking noncoms., Master Sgt. F.E. Brugh and Tech. Sgt. T.W. Richards, were discharged per ETS during July, both taking on for another three-year hitch. Sgt. Richards is spending a sixty-day furlough in Chicago.

While the Missouri National Guard anti-aircraft regiment was in training here recently, several of our pilots were called upon to do night flying to give the Guardsmen practice in locating the planes with their searchlights. It was quite evident that the men manning the giant searchlights had considerable difficulty in keeping the beams focussed on the elusive planes. By stunting and by shutting off the motor and gliding, the planes repeatedly dogged the shafts of light, which swept the sky in vain attempts to pick them up again.



*W.
Carter*

*F. C. BARRY
AIR SERVICE*

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Information Division
Air Corps

September 22, 1926

Munitions Building
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The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard and others connected with aviation.

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THE NATIONAL AIR RACES AT PHILADELPHIA ✓

The 1926 National Air Races opened at Philadelphia on Saturday afternoon, September 4th, with two keenly contested races for civilian pilots and a spectacular air circus, which kept the large crowd interested until darkness settled over the Model Farms Flying Field in Southwest Philadelphia.

Basil Rowe, of Keyport, N.J., flying a Thomas Morse S-4E, equipped with an Aeromarine T.B. motor, easily won the contest for low powered motors, the first elimination race for the Aero Club of Pennsylvania Trophy. There were seven entries in this race, and Rowe's average speed over the triangular course totaling a distance of 60 miles, was 109.59 miles per hour. Capt. Victor Dallen, formerly of the Royal Flying Corps, piloted a Waco-9 into second place, while Charles "Casey" Jones was third. The prizes were \$500, \$300 and \$150.

The Free-for-All Independence Hall Trophy Race for civilian two, three or four-seater planes, over a distance of 84 miles, 7 laps of 12 miles each, was won by Charles "Casey" Jones of Garden City, Long Island, N.Y., one of the most widely known pilots in the United States. Flying a specially constructed Curtiss Oriole, stripped of all exterior bracing and with the lower wings cut down to about half size, he averaged 136.11 miles per hour. Skill in handling his clipped wing ship on the turns enabled Jones to finish ahead of the Sesqui Wing-Arrow, the "Mystery Ship" in this race. This ship, piloted by James G. Ray, and built by Harold F. Pitcairn, a wealthy aviation enthusiast of Philadelphia, reached a speed of 145 miles per hour in a preliminary test trial over the speed course, but only made 127.81 m.p.h. in the race. First prize for this race was \$1,000; second prize, \$600, and third prize, which went to Walter Beech, was \$400. The latter's average speed was 126.02 m.p.h.

The "On to the Sesqui" race, a cross-country event, for a trophy and \$1200 in cash, was won by Fred D. Hoyt, of Eureka, Calif., who with Al May, of Portland, Oregon, flew a "Travelair", powered with an OX-5 motor, from his home to Philadelphia in 31 hours flying time and 146 hours elapsed time. Second and third places went respectively to Austin Lawrence and Ross Arnold, both of Dallas, Texas, the former's prize being \$800 and the latter's \$500.

On Monday, September 6th (Labor Day) a relay race for low powered commercial airplanes, a "Jenny" race, with National Guard pilots competing, and a series of mishaps, caused by the muddy condition of the field, kept up the interest of the crowd of about 7,000 spectators who gathered at the Model Farms Flying Field for the second day of the National Air Races. The mud in many places was six inches deep, making landing and taxiing very difficult.

The team of three planes, headed by Basil L. Rowe, handily won the relay race for the "BBT" Trophy and a cash prize of \$500. Charles "Casey" Jones and A.H. Kreidler, the latter of Hagerstown, Md., were the other two pilots on the team. In this race the passenger was required to race 200 yards, carrying a pennant, and tie it on the strut of the plane in the team which was to fly the next lap. Four teams were entered in this race, but one entry, that of the Pitcairn Aviation, Inc., was disqualified when the pilot took off before the starting gun. The Travel Air Manufacturing team of Wichita, Kansas, made up of Fred D. Hoyt, winner of the "On to the Sesqui" race, E.P. Lott of Kansas City and R.H. Depew, of New York City, who flew a Fairchild monoplane, was third. The Ludington Exhibition team of Philadelphia was an easy second.

The "Jenny" race brought out eleven entries from National Guard flying units of New York, Pennsylvania and Maryland. The New York pilots made a clean sweep of this race, finishing in the first three places. Lieut. Carl W. Rach of the Miller Field detachment, made the seven laps of the 84-mile course at an average speed of 93.08 miles an hour and outdistanced his competitors by 2 minutes and 40 seconds. His fastest lap was the fifth, which was covered at a speed of 94.63 miles an hour. Lieuts. Carl J. Sack and Leonard F. Long of Miller Field were

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second and third, and Major William D. Tipton, the Maryland entrant, was fourth. Besides winning the trophy donated by C.T. Ludington of Philadelphia, Lieut. Rach received \$500 prize money. Second place drew \$300, and third and fourth places \$150 each.

The first event of the day's program was the duration races for the model airplanes for the Mulvihill Trophy. Twenty model airplanes, including three from the Society of Model Aeronautical Engineers of Wembley, England, were entered. The winner, who received \$200 in prize money, was Jack Loughnor, 16 years old, of the Northwestern High School of Detroit. His model remained in the air for two minutes, 31-2/5 seconds. Second prize of \$100 went to Joseph A. Lucas, of the Illinois Model Aero Club of Chicago, whose model flew for two minutes, 9-2/5 seconds. Bertram Pond, of Peru, Ind., winner of the trophy last year, was third with a flight of one minute, 57-2/5 seconds.

Earlier in the day Capt. Victor Dallin, while landing his Waco, had the entire top of his ship wrecked by a U.S. Mail DeHaviland, piloted by J.D. Hill. Because of difficulty in getting off in the mud, the undercarriage of the DH struck the Waco and cut half-way through the wing within a few feet of Dallin's head. After the relay race, Charles "Casey" Jones and Lieut. George E. Decoursey, of Philadelphia, while taxiing their planes across the field, nosed over when their landing gears stuck in the mud.

Sgt. James Pearson, of Mitchel Field, N.Y., brought the spectators to their feet when he jumped from a Martin Bomber from a height of 2,000 feet and fell nearly 500 feet in a free drop before opening his parachute. He was competing in a landing to a mark contest, which was won by Sgt. Hendricks, attached to the Army Squadron stationed at the Sesqui-Centennial Exhibition.

Just as the races finished, another torrential downpour drenched the spectators. This heavy rain transformed the field into a quagmire, and as a result it was necessary to postpone the races scheduled for the 7th to Sunday, Sept. 12th.

The feature race of the program on September 8th was the one for the Aviation Town and Country Club of Detroit Trophy, which was won by C.C. Champion, Jr., of Washington, D.C., piloting a Wright-Bellanca monoplane, powered with a 220 h.p. Wright Whirlwind engine. This race^{was} for speed and efficiency over 96 miles, or 8 times around the 12-mile triangular course. Champion carried a load of 1,292 pounds. In the speed test of the event, Charles "Casey" Jones, with his clipped wing Curtiss Oriole, was looked upon as a heavy favorite. James G. Ray, however, piloted the Pitcairn Sesqui Wing-Arrow over the course at an average speed of 136.373 miles an hour, for a total flying time of 42 minutes and 14.23 seconds, and won easily. Jones' time was 43 minutes, 35 seconds, and Champion's speed was considerably slower, but the weight carried was much greater than that of any other ship and, according to the rules of the contest, the latter won the trophy. Walter Beech placed third in the speed feature and second in efficiency, and Henry D. Dupont was third in the efficiency contest.

In the second elimination for the Aero Club of Pennsylvania Trophy for civilian planes over a 60-mile course, Fred D. Hoyt was the winner, averaging 96.55 miles an hour. Second place was won by D.H. Davis of Atlanta, whose average speed was 95.56 miles an hour, and third place was won by Lloyd C. Yost, of Conynham, Pa., with an average speed of 94.36 miles an hour. The last two named pilots flew Waco airplanes.

Lieut. Frank H. Conant, U.S. Navy, was the winner of the military aerial acrobatic contest for pilots of the Army, Navy and Marine Corps, and was awarded the trophy by its donor, Mr. Edgar L. Bamberger, of Newark, N.J. Lieuts. George T. Cuddihy and George R. Henderson were placed second and third, respectively. The Army was not entered in this event.

Four planes took off almost at dusk competing for the Aero Digest Trophy and the Betsy Ross Trophy. This first midget airplane race, over a 50-mile course, 10 laps of 5 miles each, was won by E.B. Heath of Chicago, who piloted his tiny monoplane "Tom Boy" at an average speed of 91.99 miles an hour. Second place went to A.H. Kreider, who also piloted a monoplane, and third place to Harold J. Laas, with his Driggs Dart, of Dayton, O. Charles W. Meyers, of Hagerstown, Md., was unable to complete the race, having a forced landing on his ninth lap. As two of the planes, those of Heath and Meyers, were powered with the British Bristol "Cherub" engine and the other two with the American Wright Morehouse air cooled engine, the race took on somewhat of an international aspect.

The day's racing was marred by three accidents, one of them, which resulted in the injury of Sgt. H.R. Jordan, being due to the muddy condition of the field, as the Martin Bomber in which he was a passenger nosed into the mud after the landing, causing him to be thrown against the edge of the cockpit. The other two

accidents were crashes in the course of the races, no injuries being suffered by the pilots.

The principal event on Thursday, Sept. 9th, was the Liberty Engine Builders' Trophy Race for observation type airplanes, over a course of 144 miles, 12 laps of 12 miles each, which was won by Lieut. O.L. Stephens, Army Air Corps, with an average speed of 143.25 miles an hour, flying time 1 hour, 43 seconds. Lieut. Aubrey Hornsby, Army Air Corps, was second with an elapsed time of 1 hour and 55 seconds, and Lieut. G.T. Owens, U.S. Navy, was third. There were 14 Army Air Corps entrants in this race, viz: Major J.H. Pirie, Captains C.B. Oldfield, C.G. Colgan, 1st Lieuts. Aubrey Hornsby, O.L. Stephens, all piloting the Curtiss O-1, and Major J.N. Reynolds, Capt. J.H. Davidson, Lieuts. P.E. Skanse, L.S. Webster, W.C. White, Harold G. Peterson, R.L. Fisher, C.P. Cousland and G.S. McGinley, Piloting the Douglas O-2.

The final race for the Aero Club of Pennsylvania Trophy was won by Robert P. Hewitt, of Philadelphia, in a Waco-9, who covered the 84-mile course in 46 minutes, 56 seconds, or at an average speed of 107.516 miles an hour. Second place went to Basil Rowe in a Thomas Morse, with an average of 104.32 miles an hour, and third place to Charles "Casey" Jones, who also piloted a Thomas Morse.

The field was still water-soaked and muddy, wide stretches of water covering sections of the landing area. A Loening amphibian, entered in the Liberty Engine Builders' Race by the Navy, came to grief early in the afternoon, when the landing gear sank in the soft mud.

In the interval between the two races of the day's program, a squadron of Army planes entertained the spectators with stunt flying, while Army Air Corps pilots gave an exhibition of breaking balloons with the wings of their planes.

Eighteen planes were entered in the Valley Forge Trophy contest for precision in landing civilian planes. The rules provided that pilots stop their motors at not less than 1,000 feet and then glide to a mark on the field without the aid of the motor. Douglas Davis, in a Travelair machine, won the trophy and \$200 when he brought his machine to within five feet of the landing mark. James Ray in a Crowning plane was second at seven feet, and C.C. Chamberlain in a Bellanca T. was just ten inches further away.

Interest on Friday, September 10th, was centered on the Liberty Bell Trophy race, limited to large capacity airplanes, carrying a useful load of 1600 lbs., with an additional load of not less than 340 pounds for a crew of two men, or dead weight in lieu of them. Lieut. LeRoy M. Wolfe, Army Air Corps, who won the race, flew the 120-mile course, 10 laps of 12 miles each, at an average speed of 123.714 miles an hour. Lieut. Kenneth Walker, Army Air Corps, was second, with an average speed of 119 miles an hour. Third place went to Lieut. J.M. Davies and fourth to Capt. F.I. Eglin, both of the Army Air Corps. All of these pilots flew the Huff-Daland LB-1. The other Army entrants in this race were Captain Ralph H. Wooten and Lieut. E.M. Morris, piloting the Douglas Transport.

While the race was in progress Lieut. Alford Williams, the Navy's speed pilot, gave a thrilling exhibition of stunt flying over the heads of the crowd.

The second and only other race of the day was for the John L. Mitchell Trophy, limited to pilots of the 1st Pursuit Group, Army Air Corps, Selfridge Field, Mich. This race was also over a course of 120 miles of 10 laps. Each of the nine contestants flew a Curtiss P-1 pursuit plane. All of the planes were identically the same, but Lieut. L.G. Elliott managed to push his plane around the course a few seconds faster than the others and was the winner with an average speed of 160.43 miles an hour in an elapsed time of 44 min. 56.62 seconds. Captain F.H. Pritchard, who took second place, covered the course in 44 minutes, 57.95 seconds, and Lieut. J.J. Williams, third, made it in 45 minutes, 0.12 sec. Other Army Air Corps participating in this race were Major Thomas G. Lanphier, Lts. Victor H. Strahn, Luther S. Smith, L.H. Rodieck, C.J. Crane, K.J. Gregg and W.L. Cornelius.

The naval-operated dirigible LOS ANGELES landed at the flying field at 3:30 in the afternoon, the first time she was brought to the ground at any place other than her home station at Lakehurst, N.J. The LOS ANGELES left Lakehurst at 11:00 a.m. and cruised over several New Jersey cities before she was sighted from the flying field. Two hundred sailors and Marines from the Philadelphia Navy Yard assisted in bringing the big ship to the ground.

Major-General Mason M. Patrick, Chief of the Army Air Corps, arrived on the field just before the first of the six light bombing planes took off in the Liberty Bell Trophy Race. During this race, Capt. René Fonck's New York-Paris Sikorsky plane, in which he will try to make a non-stop flight between New York

and Paris, passed over the field on her return journey from Washington to New York.

By far the largest crowd of the meet attended the contests on Saturday, September 11th, the main interest being in the free for all military pursuit plane race for the Kansas City Rotary Club Trophy. This race was held in lieu of the Pulitzer Trophy classic, that event having been abandoned this year because of lack of international competition and the non-entry of representatives of the Army and Navy. Lieut. C.T. Cuddihy, U.S. Navy, won the race by the narrow margin of 25 seconds from Lieut. G.C. Ellicott, of the Army Air Corps. In winning this race, Lieut. Cuddihy made the ten laps around the 12-mile course at an average speed of 180.49 miles an hour, in an elapsed time of 39 minutes, 53 seconds. He flew a Boeing FB-3 with a 600 h.p. engine. Lieut. Ellicott, who piloted a Curtiss P-2 with a 550 h.p. Curtiss engine, similar to that used in the Pulitzer Trophy Race last year, covered the course in 40 minutes and 18 seconds. Captain Ross G. Hoyt, Army Air Corps, came in third, making the course in 42 minutes, 7 seconds. Other Army Air Corps entrants in this race were Lieuts. John I. Moore, C.C. Nutt, H.T. McCormick, A.B. Ballard, C.E. Crumrine and Wm. J. McKiernan.

The race for the Detroit News Air Transport Trophy was won by C.C. Champion, Jr., who piloted his Wright-Bellanca cabin monoplane over the 120-mile course in an elapsed time of 59 minutes, 14.64 seconds, carrying a load of 1,650 pounds. Louis G. Meister, Jr., in a Buhl-Verville "Airster" was second, flying the course in an hour and .65 seconds. Third place was won by Major R. W. Schroeder in the Ford-Wright tri-motored airliner. Major Schroeder handled this giant ship as if it was a pursuit ship, banking steeply around the pylon in front of the judges' and timers' stands.

Press reports state that fewer than 20,000 persons attended the meeting during the six days, adding that the committee in charge had to contend against adverse weather conditions which kept the field covered with mud and water. It is understood that the deficit will amount to about \$100,000, which has been underwritten by the City of Philadelphia.

The final day of the 'eight days' flying on Sunday, September 12th, was featured by the Novelty Race for civilian flyers for the Benjamin Franklin Trophy, the sport plane race for the Scientific American Trophy, and the sport plane race for the Dayton Daily News Trophy. The Benjamin Franklin Trophy event was a relay race and the team headed by Basil L. Rowe was the winner, flying over the 36-mile course in 18 minutes, 12.52 seconds, or an average speed of 118.62 miles an hour. As in the previous relay race, the contest was a combination airplane and foot race, the passenger in the plane being required to run 200 yards at the completion of each lap. Rowe's team mates were Charles "Casey" Jones and A.H. Kreider. Second place went to the Ludington Exhibition Co., whose pilots were Robert P. Hewitt and John Thropp, 3d, of Philadelphia, and Douglas Davis, of Atlanta, Ga.

In the midget airplane race for the Dayton Daily News Trophy, E.R. Heath, veteran aviator and airplane builder of Chicago, flying a tiny Heath sport plane, was the winner. He covered the 50-mile course at a speed of 86.45 miles an hour. Harold J. Laas of Dayton, Ohio, flying a Driggs Dart, was second with a speed of 82.76 m.p.h., while A.H. Kreider, in a K.R.A. Midget, was third, with a speed of 76.77 miles an hour.

Parachute jumping by petty officers of the Navy and other stunts furnished the spectators with plenty of thrills.

In the sport plane event of sixty miles for the Scientific American Trophy, Kreider turned the tables on Heath, winning with an average speed of 94.49 miles an hour. The best Heath could do was 91.26 miles. Both flew the same planes as in the previous sport plane race. Third place went to Clarence Chamberlain of Hasbrouck Heights, N.J., who averaged 89.34 miles an hour in his Bellanca biplane. This event brought to a close the eight days of flying, during which the contestants covered close to 350,000 miles without a serious accident.

For the information of Army Air Corps pilots, it should be stated that the procedure followed in the selection of participants for the National Air Races was as follows:

The commanding officers of all stations at which tactical units were located were directed to select one entrant for the races from each tactical organization. For instance, the Commanding Officer of Langley Field was directed to choose one pilot from each of the Bombardment Squadrons for entrance in the Large Capacity Airplane Race, and one entrant from the Observation Squadrons for entrance in the Observation Type Airplane Race. The Tactical School was arbitrarily given an entrant in the Free-for-All Military Pursuit Ship Race. The Fairfield and San

Antonio Air Intermediate Depots were given two selections, while Kelly Field received three and Brooks Field two. The Office, Chief of Air Corps, was given three selections. For the four P-2 airplanes and the five O-1 airplanes, the pilots selected to fly them were chosen by lot. There were fourteen entrants in the Observation Type Race, and these fourteen selections were placed in a hat and five of them were drawn out by General Fechet. These five were selected to fly the five O-1 airplanes. The same method was followed in selecting the pilots to fly the P-2 airplanes.

The Army pilots who participated in the races have nothing but praise to offer for the courteous treatment they received in the City of Brotherly Love. The Race Committee took special pains to see that the Air Corps officers were properly taken care of. Pilots' wings were all that was needed to gain admission to any part of the field. Four boxes were set aside for the use of Air Corps officers and their families. Guest cards were issued for the Pen and Pencil Club, the Penn Athletic Club and other organizations. Participants in the races were given the choice of board and lodging at the Sylvania Hotel or \$5.50 a day.

The races were rather long drawn out, due to the fact that the schedule was spread out over too long a period, and partly to the fact that the Army and Navy ships were operating from the Naval Aircraft Factory while the races and shows were held at the Model Farms Field.

The Free-for-All Pursuit Race, held on Saturday, Sept. 11th, was the fastest race ever timed for the number of ships entered. Six ships were disqualified for cutting the pylons. The air-cooled Liberty P-1 showed up remarkably well.

An unusual feature of the race meeting was the demonstration of the "Voice from the Air". The Sikorsky airplane flew across the field at about 2,000 feet altitude with the motor throttled. A loud speaker was installed in the plane and one of passengers in the plane sang various songs through it. The music was picked up very clearly from the ground.

The composite squadron stationed at the Sesqui-Centennial staged some excellent formation flying, Martin Bombers, O-2's and P-1's all being in the same formation.

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THE PROPOSED FLIGHT AROUND SOUTH AMERICA

The War Department contemplates a flight around South America by five Army airplanes. The State Department has requested the various countries on the route of the proposed flight for permission to fly over their territory. Favorable replies have been received from some of them. Until replies shall have been received from all of the countries concerned, the War and State Departments deem it courteous not to discuss the route or the detailed plans for the flight.

The Secretary of War issued the following statement on additional information concerning the flight:

"The purpose of this flight is to strengthen the amicable relations already existing among the American Republics, to demonstrate the feasibility of aerial transportation and communication between these widely separated nations, and finally to subject the amphibian planes to a severe service test over both land and water.

The amphibian airplane, which was developed under the auspices of the Army Air Service by the Loening Aeronautical Corporation, represents one of the most progressive recent developments in aviation. This airplane has both wheels and a boat-like body whereby it is enabled to alight equally well on land or water.

Though definite plans cannot be announced until the State Department has learned the wishes of foreign nations concerned, it is hoped that the flight may start from San Antonio, Texas, sometime in the late fall. Efforts will not be made to attain speed records, stops being so arranged as to permit the personnel of the flight to visit the capitals of the nations along the itinerary and give opportunity for examination of the airplanes by such observers of those nations as may be interested in the development of commercial air transportation.

It is estimated that the total cost of this flight will amount to about \$54,000, which is deemed a wise investment in view of the thorough test to be obtained both as to these particular airplanes and as to the practicability of air communication between the nations of the western hemisphere.

The ten pilots chosen to participate in the proposed flight are as follows: Major Herbert A. Dargue (in charge); Captains Arthur B. McDaniel, Ira C. Eaker, Clinton F. Woolsey, 1st Lieuts. Bernard S. Thompson, Leonard D. Weddington, Chas. McK. Robinson, Muir S. Fairchild, Ennis C. Whitehead and John W. Benton.

ANOTHER ERRAND OF MERCY FOR THE AIRPLANE

The last issue of the NEWS LETTER contained an account of how the life of a 12-year old boy, bitten by a rattlesnake, was saved through the prompt dispatch via airplane from San Antonio, Texas, to Sanderson, Texas, of a vial of anti-crotalus serum.

Several days previous to the above incident an airplane from Kelly Field was used for a similar mission, and the following letter tells the story:

"July 20, 1926

Major Frank M. Andrews, A.S.,
Acting Commandant,
Air Service Advanced Flying School,
Kelly Field, Texas.

Dear Major Andrews:

I want to thank you on behalf of the Antivenin Institute of America for your prompt compliance with my request for an airplane to carry anti-crotalus serum and a medical officer to a man dying of a rattlesnake bite at Eagle Pass, Texas.

The request was made about 11:30 a.m. July 13, 1926, and your plane piloted by 2nd Lieut. Edward F. Booth, A.S., left at 12:45 p.m. carrying the serum and Major Raymond E. Scott, M.C., Station Hospital, Fort Sam Houston. Arriving at 1:50 p.m. the serum was administered at 2:00 p.m. to Jesus Ramiez, a Mexican citizen who was in an extremely severe condition.

I am enclosing herewith a letter from the Sheriff of Maverick County showing the appreciation of the people of both sides of the International line.

I request that our thanks be extended to Lieut. Booth for the able and efficient manner in which he performed the duties assigned him.

Sincerely,
M. L. Crimmins,
Colonel, U. S. Army, Retired."

The letter from Sheriff Albert Hausser, dated July 14, addressed to Colonel Crimmins, reads as follows:

"Dear Colonel:

In behalf of the citizens of this county I wish to thank you and Major Scott for the splendid service rendered Jesus Ramirez who was bitten by a rattlesnake.

This boy is a Mexican subject temporarily in the United States and I assure you that the entire Mexican population on both sides of the river feel very gratified."

Reverting to the case of the 12-year old boy, the day following the flight to Sanderson by Lieut. A.Y. Pitts, Air Corps, accompanied by Major R.E. Scott, Medical Corps, the latter received the following telegram from Mr. R.F. Robertson, County Health Officer, Terrell County, Texas:

"Am glad to report to you that the serum you gave Gilbert Lowden yesterday has acted like a charm and he wants to return tomorrow. We are thankful to all concerned for the promptness in helping us out at this critical moment."

Mr. T.L. Williams, Superintendent of Sanderson Schools, forwarded the following letter to Major Scott:

"Permit me in the name of Sanderson's people to extend to you our appreciation of the act of kindness and goodness in coming to our town in the interest of one of our citizens to administer the serum treatment to the little 12 year old boy of Mr. Lowden, who was bitten by a rattlesnake last Friday. This boy, as you know, was in a precarious condition when you reached our town. He was withering under the agonies of the most excruciating pain and all hope of his recovery seemed despaired of, when you appeared out of the clouds bringing that cure which aided his restoration to health. There were many moistened eyes of joy when the sound of your plane was heard, for we felt sure that God dedicated this work to you in bringing relief to the suffering and hope to the distressed father. This Act of kindness and goodness on your part, and that of your pilot, Lieut. Pitts endeared both of you to our hearts. Nothing can elevate a man in the eyes of his fellow man, and endear him to their hearts than an act of goodness. We feel proud that we live under the stars and stripes where

the feeling of congeniality exists and the love of our fellow man is uppermost in all things. Again thanking you and Lieut. Pitts for this act of kindness, I am,

Sincerely yours,
T.L. Williams,
Supt. of Sanderson Schools."

Colonel Crimmins also sent a letter of thanks to Major Andrews, stating that he felt confident that the patient's life was saved due to the skill of the pilot, Lieut. Pitts, in handling the ship and the promptness in which the trip was made.

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PRODUCTION AT FAIRFIELD AIR INTERMEDIATE DEPOT

The following overhauls were completed at the repair shops at the Fairfield Air Intermediate Depot during the month of July: 23 DeHaviland airplanes, 29 Curtiss JNS, 5 AT-1, 2C-1, 2 PT-1, 4 O-1, 3 O-2, 1 P-1, 3 P-1A and 2 Vought - Total 74 airplanes; Engines - 30 Wrights, 24 Liberty, 2 D-12, total 56.

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PLANES REMODELED FOR GUNNERY PROJECTS

Four special DH4M-2 airplanes are being remodeled at the Repair Depot, Fairfield Intermediate Depot, for use in aerial gunnery projects. Complete sets of the latest types of radio receiving and sending equipment will be installed, together with approved devices for towing targets through the air. Inasmuch as these gunnery tests will probably be made at night, the airplanes will be equipped with the latest type of night-flying apparatus. Instead of the old wind-driven generator, an electric motor-driven generator is now used. The radio set is known as the SCR-134. Either telegraphic signals or the voice may be used for both sending and receiving.

Five thousand feet of steel cable are carried on the tow target reel. The wind pressure, acting on the target, carries it any desired distance up to the limit imposed by the length of the cable. The letting-out of the target is controlled by a brake drum. When the target cable is wound up, a foot-operated clutch is used, the power being obtained from a small wind-driven propeller. These four specially-equipped airplanes when completed will be flown to Phillips Field, Aberdeen, Md., where the gunnery work will be undertaken in connection with other ordnance projects at the Aberdeen Proving Grounds.

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LOENING AMPHIBIANS RECEIVED IN PHILIPPINES

The two Loening Amphibians which arrived in the Philippine Department on the last trip of the Transport MEIGS were greeted with a great deal of interest. They were uncrated and assembled and are almost ready for their first flights. The NEWS LETTER Correspondent states that it is expected that they will prove to be exceptionally good ships for cross-country flying in the Philippines where the pilot is greatly restricted when flying either a land plane or seaplane.

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MARYLAND AIRMEN COMPLETE ENCAMPMENT

The 29th Division, Air Corps, Maryland National Guard, completed their two weeks' encampment period at Langley Field, Va., on August 14. Of the 17 rated pilots in the organization, 13 qualified for piloting service type airplanes. Major W.D. Tipton, A.D., Maryland National Guard, was in command. Captain Edward C. Black, Air Corps, is the regular army instructor on duty with them.

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STATE OF DELAWARE PHOTOGRAPHED FROM THE AIR ✓

The flying and laboratory work of the 20th Photo Section at Langley Field, Va., in making a mosaic of the State of Delaware and giving a liberal overlap into the adjoining states has been completed. The pilot on this project was 1st. Lieut. George C. McDonald, Air Corps, and the photographers Technical Sergeant Vernon H. Merson and Staff Sgt. Herman L. Chestnutt. Each photographer covered about half of the State.

A total of 103 flying hours were necessary to cover about 3000 square miles, covering 20 flying days. The equipment used was a DH4M-2P airplane with Fairchild Aerial Camera K-3 and 10-inch cone, single lens. A total of 2918 negatives were made and 5836 prints. This mapping was carried out at an altitude of 12,500 feet, giving a scale of 1/15000. This work was done at the request of the Department of the Interior, Geological Survey.

The personnel engaged in this work feel that they have seen much more of the State of Delaware than the oldest inhabitant the State ever had.

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SHORT WAVE RADIO EXPERIMENTS IN HAWAII ✓

The Wheeler Field Communications Department has been experimenting with short wave communication and is now operating in the amateur 40 meter band under the call letters of 6DEA. Two way communication has been had all over the west coast and mountain states, and at points on the eastern coast of the continental United States. Refinement of the receiving apparatus is expected to make two way radio possible with any point in the United States, Philippines and the Canal Zone. Air Corps stations operating in this wave length band are requested to make connection with 6DEA whenever possible. The station is in operation nightly between 6 and 11 p.m., Honolulu Standard Time.

All apparatus used was designed and built by the Communications Department under the supervision of Lieut. W.G. Smith and Sgt. Dorcy.

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SECRETARY DAVISON VISITS AIR CORPS FIELD

The Honorable Trabee F. Davison, Assistant Secretary of War for Aviation, made his first official visit at Wright Field, Fairfield, Ohio, on August 12th. With him were Generals James E. Fechet and William E. Gillmore and Captain R.L. Walsh. The visitors were received by the Commanding Officer, Major George H. Brott. On the same day, Captains I.H. Edwards and Ralph H. Wooten arrived in O-2 airplanes from Washington. On the following morning Secretary Davison and General Fechet left for Scott Field, Captain Wooten acting as pilot for Mr. Davison and Captain Edwards for General Fechet. They arrived at Scott Field at 1:30 p.m., and during their visit at the field were the guests of Lieut.-Col. John A. Paegelow.

An inspection was made of the Air Intermediate Depot, the barracks and mess of the 9th Airship Company, the activities of the Air Corps Balloon and Airship School. Several conferences were held with Col. Paegelow. Before their departure for Chanute Field, at 8:00 a.m. August 14th, they stated they were highly satisfied with the conditions of the post and with the results being accomplished by the post's personnel.

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PARACHUTE TESTING AT SCOTT FIELD ✓

A test of parachutes was recently made at Scott Field, Belleville, Ill., the chutes, with dummies attached, being dropped from a captive balloon at an altitude of 100 meters (328 feet). The average time of opening was 2-1/5 seconds, counted from the instant they were ripped until they were fully opened. Twenty chutes were tested from one balloon, and the total time for ascent, dropping, descent and attaching of the dummy was two hours.

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DEDICATION OF AERO CLUB HOUSE AT COLUMBUS, OHIO ✓

Several airplanes were flown from Wright Field, Fairfield, Ohio, August 21st to assist at the dedication of the club house of the Columbus Aero Club at Norton Field. The pilots representing Wright Field were Captain Edward Laughlin, Lieuts. R.E. Selff, L.J. Maitland, H.A. Parton, Ray A. Dunn and C.O. Perry and Robinson, Reserve, living near Wright Field.

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CRASH AT WRIGHT FIELD

A crash occurred at Wright Field, Fairfield, Ohio about 11:30 a.m. the other day. The first man to reach the injured pilot was Mr. J.H. Honaker of the civil air

V-5596, A.C.

guard. The pilot, who was unable to give his name, was suffering from severe injuries to his right foot and abrasions on the neck, with possible internal injuries. He was assisted to the post hospital where his wounds were dressed. After partaking of a little food, the pilot appeared much refreshed and he walked a few steps, but he was not able to tell his name or say where his home was located. The Post Surgeon took a personal interest in the condition of the unfortunate aviator and believed that a night's rest would do him much good.

Guard Honaker reported a slight injury to the tip of the right wing -- we might as well tell you that we do not mean the wing of the airplane but the wing of the aviator -- for he was a great blue heron, as big as a boy in the seventh grade. He has stayed at Mr. Honaker's house ever since, and if he does not voluntarily fly away he will be given to the Cincinnati Zoological Garden.

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CATERPILLAR CLUB MEMBER RECEIVES OFFICIAL PIN

The Caterpillar Club is not a mythical organization as some were led to believe. The NEWS LETTER Correspondent from Luke Field, Hawaii, states that Lieut. C. D. McAllister, of the 19th Pursuit Squadron, recently received the pin designating his membership in the Caterpillar Club, an organization formed by the Irvin Airchute Company, and composed of aviators who have "crawled" out of an airplane and used a parachute to save their life. Lieut. McAllister qualified for membership while training at Kelly Field, Texas.

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RESERVE OFFICERS COMPLETE TRAINING AT FT. SAM HOUSTON

The third class of Reserve Officers, Air Corps, to be trained at Fort Sam Houston, Texas, during the present season, numbering 23, completed their two weeks' course of training on August 30th. With a few exceptions they are all members of inactive Pursuit units and hold flying ratings, as follows: Airplane pilots, 10; Junior Airplane Pilots, 11; and only two non-rated officers, who are members of inactive service squadrons. Their names are as follows: Major Fred Feasel of Albuquerque, N.M.; Major Bernard Cummings, Craig, Colo.; Capt. C.W. Childress, Jr., 1st Lieuts. J.B. Jaynes, W.S. Moore, 2nd Lieuts. McK. F. Clark and J.B. Watson, Fort Worth Texas; 1st Lieut. J.R. Caldwell, Denver, Colo.; Capt. L. C. Geisendorf, Eastland, Texas; 1st Lieut. E.E. Peake and 2nd Lieut. T.J. Parks, Corsicana, Texas; 1st Lieut. W.A. Black, Dallas, Texas; 1st Lieut. F.E. Haddon, Mercedes, Texas; 2nd Lieut. A.R. Malloy, Palestine, Texas; 2nd Lieut. A. LeR. Whittaker, Stephenville, Texas; 2nd Lieuts. F.D. Wood and A.T. Economy, Duncan Field, Texas; 2nd Lieut. C.F. Harkey, Katimcy, Texas; 2nd Lieut. R.N. Hugot, Houston, Texas; 2nd Lieut. W.P. LeBreton, Alamogordo, N.M.; 2nd Lieut. H.W. Hantsche, El Paso Texas; 2nd Lieut. D. Bartle, Phoenix, Ariz., and 2nd Lieut. C.B. Cheese, Elbert, Colo.

The progress made by all Reserve Officers under training at Fort Sam Houston was eminently satisfactory, and the eagerness and enthusiasm with which all worked, ground as well as air, was a source of much gratification to the regular officer personnel under whose instruction all training was done.

The scheme of instruction in use at Fort Sam Houston this season has proven to be the best heretofore used. Each officer, upon arrival, was assigned to duties in addition to his regular training, such as Supply Officer, Engineering Officer, Parachute Officer, Mess Officer, Operations Officer, Adjutant, etc., and was required to so study his work that in case of an emergency he would be capable of filling the position in which trained.

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CIVIL AVIATION IN CANADA

In the Report on Civil Aviation for 1925 recently issued by the Dominion of Canada Department of National Defense, there is much of interest as regards the aerial activities in this part of the British Empire while, viewed from the standpoint of aviation generally this report constitutes an excellent record of remarkable progress that has been and is being made in aeronautics as a whole.

Referring to the progress made in Canada, the report states it is noteworthy that, while in practically every other country the main effort has been the operation of State subsidised or operated air services for carriage of passengers, mails or express, development in Canada has been on quite different lines. Up to the present, in Canada flying has been used principally as an improved method of obser-

vation. Straight transportation work has been primary to this, and has been undertaken only when other modern facilities were lacking. This development, peculiar to Canada, arose from natural conditions existing in this country after the Armistice. Foresters, surveyors and those charged with the administration and development of outlying districts had watched the progressive growth, in capacity and efficiency, of aircraft during the war. They were fully alive to the possibilities of aircraft for increasing the efficiency of their services. There was, therefore, an immediate demand for aviation in these lines of work the moment men and machines were available to develop them. The importance of air mail and passenger services was not lost sight of, but inquiries had shown that the establishment of an organized system of air transport throughout the country would entail a very large capital and operating charges, without holding out much promise for some years of any adequate returns. It was therefore decided to concentrate on those services for which there was an immediate need; in forestry and aerial surveying; in transportation to remoter parts of the country; and leave for the time being the development of air routes to countries where the natural conditions were easier, the population and traffic denser and conditions altogether more favorable for experimental work.

In Canada, as elsewhere in the aviation world, there has been a steady and satisfactory progress during 1925. There is little that is novel or spectacular to report. The year has rather been one of consolidation of the ground gained in past years and the improvement of existing organizations. The services for the better protection of the forests and the preparation of forest inventories have increased the number of aircraft in operation of the areas served. Additional bases have been established and, with increasing familiarity with the problem, greater efficiency has been obtained. The provincial Government of Ontario, satisfied with the results obtained in their first year of State operation, increased their forces materially. Their central depot at Sault Ste. Marie has been completed during the year and provides a fully equipped, modern hangar, workshop and storehouse of fire-proof construction, unequalled for its purpose in Canada or elsewhere. In Manitoba, the R. C. A. F. have enlarged the area under fire patrol, at the request of the Dominion Forest Service, by the addition of a new base at Cormorant Lake.

In Quebec the amount of flying done has increased with further support and interest from the province. In British Columbia a season of exceptional fire-hazard has again drawn attention to the desirability of making further use of aircraft for fire detection and control.

In the interior of the province there are great stretches of territory still without a highly organized system of fire protection and in such districts aircraft can be of incalculable value. The problem is largely a financial one as the cost of maintaining adequate fire prevention services, whether ground or air, is heavy. A solution must be found if the timber wealth of the province is to be conserved for future generations. Primary reconnaissance and forest inventory by air is recognized today as the fastest and cheapest method of obtaining information over large and particularly over remote areas. Aerial cruises are officially accepted equally with those made on the ground in some provinces for certain classes of work. Each year sees a growing use by the State and by commercial organizations of aircraft for this purpose.

The report goes on to state that the progress in aerial photography has been maintained and the area photographed has shown an increase, in spite of unfavorable weather conditions. Its use in engineering surveys has also been extended and topographical maps, complete with contours, have been produced direct from vertical aerial photographs, with only the ground control necessary to fix the scales, vertical and horizontal of the pictures. A very large field exists today in Canada for aerial photography, which has revolutionized certain phases of map production during the past three years. It cuts down the field work of the photographer by at least half, and enables a greater area to be covered each year by each survey party. A still greater field is in the use of oblique pictures in the preliminary mapping of the vast areas lying north of settlement.

The simple and efficient method, originated by the late Dr. Deville, of mapping from oblique photographs has been employed by the Topographical Survey during the past three years with astonishing results. It has brought within the sphere of possibility the production, within a comparatively few years, of maps of the whole Dominion far more complete and as correct in scale as those made by present ground methods. In the past three years, with three or four aircraft only, 100,000 square miles have been photographed and the resulting maps are now being published.

Another successful phase of civil government activity is cooperation with the Fishery Service on the Pacific Coast. This service has been extended greatly

in 1925, with satisfactory results.

Though no progress has been made in the establishment of air routes for the regular transportation of passengers, mail, express or freight, yet interest is growing in this field. The successful operation of the lines in Europe and the United States has shown the possibilities of the problem is being studied in Canada by many organizations. Caution in this phase is essential and air lines will be developed when the time is ripe. Undue optimism leading to premature development and subsequent failure will retard rather than advance progress. Meanwhile, much transportation work is being done in the remoter districts where travel is slow and the transport of freight by man power an expensive business. Here the usefulness of flying boats has again been demonstrated and the practical possibilities of such work proved beyond all question.

The technical development of aircraft and equipment is also proceeding. The first products of Canadian design are now in use. The "Vedette" flying boat, designed for aerial photography and forest sketching, but equally suitable for pleasure flying and light transportation work, after a season's work has proved to be a complete success and a credit to her designer.

A larger fire suppression and freight-carrying twin-engined flying boat, the "Varuna" now undergoing her trials, promises equally well. Both these machines are produced by Canadian Vickers Limited, and each is fitted with 200 h.p. Wright "Whirlwind" engines. The importance of continuing this development is really great and plans for two further aircraft, specially designed for work in Canada, are being considered. The first is a small single-seater boat, fitted with wireless, for fire patrol work, to enable these important duties to be carried out at the minimum cost, both capital and operating. The other is a special photographic outfit fitted for use with wheels, skis or floats, so that it can be used both in summer and winter and under any conditions.

Taken as a whole, therefore, progress in Canada during 1925 was encouraging, perhaps more so than in any previous year. As in the past every endeavor has been made to keep it on sound lines, as far as possible self-sustaining, and of direct benefit to the country. Useful flying should be steadily encouraged and, as financial conditions improve, the necessary capital will be forthcoming for its expansion. The operations of the past five years prove that Canada offers a very wide field for civil aviation.

During 1925 there were no accidents resulting in the death or serious injury of any of the occupants of a machine, whilst the total machine mileage for the same period was 255,826. (In 1924 there was one death for 294,778 miles flown, and in 1923, two deaths and three cases of injury for 188,098 miles flown.) The total 1925 mileage of 255,826, of which seaplanes claimed 218,686 miles, was made up of: 3,171 aircraft flights or a total of 4,091 flying hours. The number of passengers and crew carried was 4,897, the total freight or express, 592,220 lbs., and mail 1,080 lbs.

The total number of aircraft in use was 39, made up as follows: single-engined airplanes, 11; float seaplanes, 1; boat seaplanes, 26 - the experimental twin-engined "Varuna" is not included. There are two firms manufacturing aircraft, eight firms operating aircraft, and two firms employing aircraft as auxiliary service. A total of 34,000 sq. miles was covered by aerial reconnaissance and 3,193 sq. miles were photographed.

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PROGRESS OF CIVIL AVIATION IN GREAT BRITAIN ✓

The annual report on the progress of civil aviation in Great Britain for the period April 1, 1925 to March 31, 1926, just issued, shows an increase in the number of passengers carried as compared with the previous year, despite the fact that slightly less mileage was flown. While the passengers increased from 13,478 to 14,675, the mileage decreased from 890,000 to 865,000, indicating more economical operation by the use of larger aircraft. The weight of cargo transported amounted 456.1 tons, which is less than the previous year but an increase over any earlier year.

The efficiency of the British air transport services on the basis of flights completed without interruption is indicated by the fact that out of 4,179 flights commenced, 3,888, or 93 percent, were uninterrupted, and a further 148 were completed on the same day after interruption. Only 143, or 3.4% were not completed the same day. This result compares fairly closely with that of the previous year, when 94 percent of flights commenced were uninterrupted and 3.7% were not completed on the same day.

Involuntary landings on regular air transport services are again shown to be

attributable to weather in about 50 percent of the cases and to engine or installation failure in about 33 percent of cases. Landings caused by weather are due in the main to poor visibility, and this table thus emphasizes the importance of the work that is in progress with the Leader Cable, Neon lights and other aids to flying when visibility is unfavorable.

In the past year no accident resulting in death or injury occurred in either air transport flying or other flying for hire. Since 1919, air transport flying amounting to 4,563,000 miles has now been carried^{out} with only four accidents causing the death of passengers. This is equivalent to one such accident in a distance flown corresponding to 46 times around the equator. Other flying for hire has maintained its freedom from fatal accident for the fourth successive year.

Only one serious accident to foreign aircraft occurred in England during the period under review. This involved a French machine employed on the cross-Channel route, and unfortunately resulted in loss of life.

The report states that the full fleet of machines in use by Imperial Airways within the present summer is as follows, the figures in brackets denoting the seating capacity of each machine: 33 Handley Page W. 8B's (14); 1 W.8F. (12); 1 W.9, (14), 2 Armstrong-Whitworth "Argosys" (20); 4W. 10's (14); 1 Vickers Vulcan (6); and 2 DeHavilland 50's (4). It is pointed out that as compared with last year the seating capacity of the Company's fleet is increased from 119 to 178, the horsepower from 67,825 to 10,999 and the payload from 23,000 to 37,000 lbs.

Four of the Imperial Airways DeH 34 machines have each completed 300,000 miles in the air, while a Handley Page W. 8B. has completed 3,000 hours of flying.

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ASSISTANT SECRETARY OF WAR INSPECTS POPE FIELD

Responding to a call from Assistant Secretary of War Hanford McNider who, as ex-National Commander, was attending the American Legion State Convention at Hickory, N.C., two DeH planes, transport and escort, respectively, took off from Pope Field, N.C., with a view to enabling the Secretary to visit Fort Bragg en route to Washington without interrupting a pre-arranged schedule.

The transport pilot, 1st Lieut. W.F. Robinson, taking advantage of a slight delay at the take off, preceded the escort plane about twenty minutes and considerable anxiety was occasioned at the other end by his non-appearance. Not having a desirable landing field at Hickory, the Secretary was transported by automobile to Lenoir, N.C., some 18 miles distant, immediately after delivering a responsive address to the Legion assembly at 11: a.m.

Lieut. H.W. Holden, the Pope Field Air Corps Detachment Commander, obligingly gave up his seat as observer in the escort ship, allowing Secretary McNider to lose no time at the hands of the delayed transport, and the return flight got under way on schedule.

After about 30 minutes en route the pilot became concerned about his passenger's comfort, being able to see only the top of his helmet for a considerable time until he discovered that the Secretary was deeply immersed in a book, apparently oblivious of everything else despite an overcast sky and an exceedingly unfavorable terrain beneath, thereby establishing himself in the pilot's opinion as a veteran airman.

At about that time the transport plane made its appearance on the horizon, headed towards Lenoir at top speed in a desperate effort to "make good", and was signalled to fall into formation accompanying the flight the balance of the return journey, proving the old saw of "All's well that ends well." Lieut. Robinson's trouble was of a minor nature.

Upon arrival at Fort Bragg it was learned that a battery of artillery had been placed on the border of the flying field, and the Secretary was obliged to receive their salute while perched upon the rear cockpit of the ship and trying to extricate himself from his flying equipment.

Accompanied by Major General Hagood, Brig. General Bowley, the post dairy and other activities were inspected, and Secretary McNider took an evening train back to Washington.

Lieut. Holden, having previously agreed to address the 105th Engineers, National Guard, upon that delicate subject "The selection of a Landing Field", and being left upon his own resources at Lenoir to make his way home as best he might, has since expressed nothing but compassion for that much maligned species known as "The Knights of the Road."

AIRSHIP TC-5 FLIES TO SCOTT FIELD

The airship TC-5 left Langley Field for Scott Field by way of Wright Field at 6:30 p.m. September 1st, and arrived at Scott Field, Ill., at 6:30 a.m. September 3rd. Strong head winds were encountered most of the way, some rain and thunder storms which tended to delay the trip. The crew on this flight consisted of 1st Lieut. W.A. Gray, in command; 2nd Lieut. B.T. Starkey and Warrant Officer R.E. Lassiter, pilots; Tech. Sgt. Johnson and Staff Sgt. Quinn, Engineers. The flight was made for navigation experience and training, also to develop an airway direct from Langley Field to Wright Field.

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SECRETARY DAVISON VISITS AIR CORPS FIELDS

The Assistant Secretary of War (in charge of Aviation) Mr. F. Trubee Davison, made his first official visit at Wright Field, Fairfield, O., on August 12th. With him were General James E. Fechet, General Wm. E. Gillmore and Captain R. L. Walsh. The visitors were received by the Commanding Officer, Major George H. Brett. On the same day Captains I.H. Edwards and Ralph H. Wooten arrived in two O-2 airplanes from Washington. On the following day Secretary Davison and General Fechet left for Scott Field, Captain Wooten acting as pilot for Mr. Davison and Captain Edwards for General Fechet. During their visit at Scott Field they were the guests of Lieut.-Col. John A. Paegelow. The visitors inspected the Air Intermediate Depot, the barracks and mess of the 9th Airship Company, the activities of the Air Corps Balloon and Airship School and held several conferences with Col. Paegelow. Before their departure for Chanute Field on the morning of the 14th they stated that they were highly satisfied with the conditions of the post and with the results being accomplished by the post's personnel.

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PRODUCTION AT THE SAN ANTONIO DEPOT

The Engineering Department of the San Antonio Air Intermediate Depot overhauled and repaired the following airplanes and engines during the month of July: Airplanes - 12 DH-4M-1, 7 Douglas O-2, 1 DH-4B, 1 JNH, 1 PT-1, total 22; Engines, 24 Liberty-12, 49 Wright E, total 73.

In addition to the regular production of airplanes for Air Corps activities in the 8th Corps Area, the Depot received instructions to prepare one VE-9 for the Air Corps Instructor at Birmingham, Ala.; one for Langley Field, Va.; one for Norton Field, Columbus, Ohio, and one for Hartford, Conn. These planes were recently delivered.

Another steel hangar, 200 x 110 feet, is nearing completion and will add materially to the much needed working space in the Engineering Department.

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A CHARTER MEMBER OF THE CATERPILLAR CLUB

Sergeant A.L. Budlong, of the 118th Observation Squadron, Connecticut National Guard, Hartford, Conn., recently sent us the following communication:

"A society as honorable as the Caterpillar Club should have a charter member, or, if all members are regarded as charter, then it should have a Chief Charter Member. This point being settled, I wish to propose the name of Mr. Jordaki Kuparento, of Poland, as the C.C.M. of the Caterpillar Club.

It would seem that this bird Kuparento was a young Polish lad who was pretty much interested in aviation back in the 18th and 19th centuries. Balloons being the only things he could practice on, he made several ascents in fire balloons - the type where you built a bonfire under your bag and let nature do the rest,

On July 24, 1808, young Kuparento went up with his fire balloon, carrying the fire with him to prolong the flight. This was a mistake, because at a considerable altitude the balloon caught fire and history records that he simply hopped over the edge in the approved fashion and "descended safely by means of a parachute".

Heavens knows what he used, but at any rate, doesn't he rate the title?"

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CIVILIAN EMPLOYEE MAKES PARACHUTE JUMP

From a DH-4M1 plane piloted by Lieut. Robert E. Self, a voluntary parachute jump was made, Thursday, August 26th at an altitude of nine thousand,

six hundred feet, by C.W. Van Campen, civilian employee of the Field Service Section, Wright Field. The parachute functioned perfectly, opening after a drop of approximately two hundred feet.

The following statement was made by Mr. Van Campen after the jump:

"Thursday, August 26th at 10:10 a.m., I took off in a DH-4M1 piloted by Lieut. Robert E. Selff, Executive Officer of the Field Service Section, preparatory to my initial parachute jump. Before leaving the ground I'd received my final instructions from representatives of the parachute branch on the how and wherefore of parachute jumping and was all set for a climb of twenty minutes or more as it was estimated it would take that long to reach 10,000 feet, the altitude of the prospective jump.

After climbing twenty-four minutes we reached an altitude of 9,600 feet and were in position. On receiving the thumb-up signal from Lieut. Selff, I mounted the rim of the cock-pit, placed my goggles under the seat and rip cord in hand waited for the 'sell-out' signal. It came almost immediately and the next sensation was of being jerked from a sound sleep by a giant hand. The chute opened after a drop of from one to two hundred feet and descended describing an arc of approximately one mile. I landed without the slightest injury, almost directly beneath the spot where I had left the plane."

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IN MEMORY OF LIEUT. EUGENE H. BARKSDALE

To the Editor:

I have your wire asking for another article for your September number. I have also just received a telegram from Dayton which reads:- Jack Barksdale killed this morning. Lost control of plane and jumped but the wing hit him, P.S.K.

So I can't write you a humorous article for this month. There doesn't seem to be anything funny about aviation right now.

Bo-jack Barksdale and I have been friends for many years. We sailed together on the CARMANIA in September of 1917 - privates first class in the Aviation Section. We went through the Oxford Ground School and learned to fly in England. We went out to the front together in the spring and flew SEs, with the Royal Flying Corps.

He shot down a few Huns and then was shot down himself. He fell on the German side of the lines in the shelled area. He got out of the wreckage before the Germans got to him and set fire to his plane by firing his very pistol into the gas tank. Then he hid in a nearby shell hole. A bursting shell buried him and the Germans failed to find him. Later he dug himself out and ran into a patrol of British troops who brought him back to the lines.

After the war he elected to remain in the Army and in late years has been a test pilot at McCook Field.

Two years ago he was testing a plane and the tail collapsed at 400 feet. The plane whipped into a dive so fast that he was thrown from his seat with the safety belt still about his waist - torn from its anchorage. He pulled the rip-cord on his parachute and it opened when he was only a few feet from the ground. This is the lowest jump ever made.

Six months ago he was testing another plane and a wing fluttered and buckled. Again he was thrown from his seat and struck by the disabled wing. Before he lost consciousness from the blow he managed to pull the rip-cord and his parachute brought him down. But there was a strong wind blowing and he landed backwards and was dragged, injuring his ankles painfully.

Now he is gone. Not only has the Army lost one of its best pilots, one of its best testers, but one of the few men in the Air Corps who has any personal knowledge of bullets.

But where he has gone there are many good men waiting on him who died at the stick also. Many more will follow him before Nature will submit her skies to man's conquest.

He is gone. Somewhere in the cane fields of Cuba, his side-kick, Bo-peep, is grieving with me. Wives of airmen all over the world will weep with his wife. But to pilots death is not a tragedy - it is merely the end. Barksdale is gone - he died with his hands on the stick - his wings on his chest. I stand at Salute!

Yours,

ELLIOTT SPRINGS,

- From "U.S. AIR SERVICES".

WARNING TO PILOTS FLYING TO BOSTON AIRPORT

The following telegram was recently received from the Commanding Officer of the Boston Airport:

"Request pilots flying to Boston Airport be warned to watch out for sixty foot pile driver derrick operating just off north end field stop this derrick will be used for about two weeks stop derrick topped with red lanterns at night stop."

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DROWSY PASSENGER MAKES INVOLUNTARY PARACHUTE JUMP ✓

All of the emergency parachute jumps previously recorded which entitled the participants thereof to life membership in the Caterpillar Club were made through dire necessity, but the incident which recently befell 1st Lieut. John I. Moore, Air Corps, flying instructor at Kelly Field, Texas, is the first one of record where the occupant of the plane was wafted through space right in the midst of a siesta. Either the balmy air of Texas or the drone of the Liberty engine must have lulled Lieut. Moore to sleep, when all of a sudden he found himself free of the plane and headed towards the ground in nothing flat. The story is best told by the reports on the incident made by Lieut. Moore and the pilot, Lieut. C.E. Duncan.

Lieut. Moore's report.

"I left Waco, Texas, at 4:45 p.m. as passenger in plane #49, (AS 62992), with Lieut. C.E. Duncan, A.C., as pilot. When we were approaching Georgetown, Texas, notes were exchanged and it was decided to look over the new flying field at Austin, Texas, as I had never been in it. We lost altitude from 2000 feet to about 1000 feet, and I had my head forward resting on my arms on the front cowling, the plane being a dual instructor's plane. I evidently was dozing, and the next thing I knew a sudden, severe bump was encountered and I found myself half way out of the plane with nothing to hang on to. I reached for everything in sight, bumped over the stabilizer, and as soon as I was clear of the plane, pulled my rip-cord. The parachute functioned perfectly and I made a fair landing in a cotton patch south and east of Georgetown. The only injuries received were several skinned places and a bruised left leg, none of which are of more than minor nature. A farmer was nearby in his car and took me into Georgetown where I called Central and told her to notify Lieut. Duncan if he landed that I was OK and would proceed home by bus. I went into Austin by bus and called Kelly Field but could not get in touch with either Lieut. Pitts or Captain McDaniel, and told the operator to notify them as soon as possible. I came on home by bus and reported in person at 11:00 p.m.

Evidently the severity of the bump hit by the plane prevented Lieut. Duncan from feeling my leaving the plane, and it was several minutes before he turned back to hunt for me. I was off the course he was searching by then and he failed to see me.

I distinctly remember having my safety belt fastened at Waco after taking off and cannot account for its coming unfastened. I have made an examination of it this date and it seems to be in perfect condition and functioning properly."

Lieut. Duncan's report

"I was pilot of plane #49 (A.S. #62992) and left Waco, Texas, at 4:45 p.m. August 8th, 1926, with Lieut. J.I. Moore, A.C. as passenger. As we were approaching Georgetown, Texas, it was decided to look over the new landing field at Austin, Texas, as Lieut. Moore had never been in it. We were losing altitude from 2000 feet to about 1000 feet when an unusually severe bump hit the plane and threw dirt from the floor of the cockpit in my face, and the plane seemed to drop about 200 feet. I was busy righting the plane and noticed nothing unusual for a few moments until I tried to attract Lieut. Moore's attention. When he did not answer I looked around to see if I could see him, and to my surprise couldn't locate him. The thought that he had fallen out did not enter my mind and I thought that he was down out of sight in the cockpit. I landed at Austin and, upon discovering that he was actually gone, immediately started back searching for him. I searched for about thirty minutes throughout our course from Georgetown to Austin, and then decided there was just time enough to reach Kelly Field before dark and that it would be quicker to come in by air than to use the telephone report. Immediately upon landing at Kelly Field I reported to Captain McDaniel who got in touch with Austin by phone and after some delay received news that Lieut. Moore was all right and coming in by bus."

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PREMIER SPEED PILOT LOSES LIFE IN CRASH

After lingering in the hospital for a week, Lieut. Cyrus K. Bettis, Army Air Corps, premier speed pilot of the United States, passed away at 9:00 a.m., Sept. 1st, complications developing as the result of the severe injuries he received when he crashed against a mountain near Bellefonte, Pa., during a fog.

Flying back to Selfridge Field, his home station, from the Sesqui-Centennial Exhibition in Philadelphia, with two other members of the 1st Pursuit Group, Lieuts. L.S. Smith and J.J. Williams, a fog was encountered near Bellefonte, Pa., and when it cleared Lieut. Bettis was missing. A search was started, and nearly 48 hours later he was found by road repairers in the mountains near Middletown, Pa., having crawled six miles from the wrecked plane in search of aid, with his jaw fractured and his left leg broken. He was placed in a hospital at Bellefonte and later brought in a Douglas Transport, piloted by Captain Ira C. Eaker and Lieut. J.E. Upston, to the Walter Reed General Hospital. Captain A. W. Smith, flight surgeon, attended Lieut. Bettis on the way, the Transport being fitted out with mattresses as an ambulance.

It was thought at first that Bettis was recovering, as he had shown no ill effects from the hurried trip to Washington from the Pennsylvania hospital, but he suffered a relapse due to meningitis developing, and he had not the strength left to combat the new complications.

Lieut. Bettis was buried at Port Huron, Michigan, not far from his birthplace, Carsonville.

Lieut. Bettis was 33 years of age, having been born on Jan. 2, 1893. Prior to his entry in the Aviation service during the war he was employed as a telephone and radio engineer. He was commissioned a 2nd Lieutenant in 1918, served as a pilot patrolling the Mexican border, and completed a two years' tour of duty in the Philippines. Upon his return from the Islands he was assigned to the 1st Pursuit Group at Selfridge Field, Mich.

As a participant in the John L. Mitchell Trophy Race at Dayton in 1924, Lieut. Bettis carried off the honors, averaging a speed of 175.45 miles per hour.

The following year, in the International Air Races at Mitchel Field, N.Y., Lieut. Bettis established his title as premier speed pilot when he broke the record for speed over a closed circuit by piloting his Curtiss Racer in the Pulitzer Race at an average speed of 248.99 miles per hour. He and Lieut. James H. Doolittle who won the Schneider Cup Race last year, were jointly awarded the Clarence Makay Trophy for the most meritorious flight of 1925.

The death of this popular and well known pilot is a distinct loss to American aviation.

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WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes in Station: Brig. Gen. Frank P. Lahm, Asst. to Chief of Air Corps, is relieved from assignment and duty at Hdqrs. 9th Corps Area, Presidio of San Francisco, Calif., and assigned to command of the Air Corps Training Center. He will proceed to San Antonio, Texas, take station, and assume command to which assigned.

Following officers relieved as students at Air Corps Advanced Flying School, Kelly Field, upon completion of instruction in observation, and proceed for duty at stations specified: Capt. James F. Doherty to Langley Field; Capt. Warner B. Gates to Marshall Field; Capt. Raymond E. O'Neill to Kelly Field.

1st Lieut. Martinus Stenseth relieved from duty with Organized Reserves, Minnesota, to proceed to Langley Field for course of instruction at Tactical School.

1st Lt. Horace S. Kenyon, Jr. relieved from detail with Organized Reserves, 9th Corps Area, Clover Field, Calif., and sail for duty in Hawaiian Dept.

1st Lieut. Paul C. Wilkins assigned to Crissy Field, Calif., from Hawaii.

Major Jacob W.S. Wuest relieved as member of General Staff and assigned to duty at Balloon and Airship School, Scott Field, Ill.

1st Lieut. Clarence F. Horton relieved from treatment at Walter Reed General Hospital and returned to duty at Langley Field, Va.

1st Lieut. Alfred I. Puryear, Langley Field, to proceed to Walter Reed General Hospital for observation and treatment.

1st Lieuts. John Y. York, Jr. and James B. Carroll detailed as students at Army Industrial College, Washington, D.C.

1st Lieut. George V. McPike relieved from treatment Walter Reed General Hospital to return to his station, McCook Field.

Major Paul T. Bock designated as Asst. Commandant, Air Corps Technical School, Chanute Field, vice Capt. Charles B.E. Bubb, relieved.

Major Gerald C. Brant relieved as member of General Staff and detailed as Executive Officer, Office of Assistant Secretary of War Davison.

2nd Lieut. Edmund C. Lynch, Scott Field, ordered to Brooks Field, Texas, for flying training.

1st Lieuts. Donald R. Goodrich, Procurement Representative at Detroit, Mich., Wm. J. Hanlon, Fairfield A.I.D., and David G. Lingle, McCook Field, to duty in Philippines, sailing about December 22nd.

1st Lieut. James C. Shively, Kelly Field, to duty in Hawaiian Department, sailing about January 13th.

1st Lieut. David R. Stinson, Middletown A.I.D. to duty in Panama.

1st Lieut. R.W. Probst, Chanute Field, to Panama Canal Dept., sailing about December 2nd.

1st Lieut. Harlan T. McCormick, Brooks Field, to the Philippines, sailing about January 14th.

1st Lieut. Clarence H. Schabacker assigned to Brooks Field upon completion of duty in Panama Canal Dept.

Details to the Air Corps and to proceed to Brooks Field for training, commencing Sept. 13th: 2nd Lieuts. Raymond C. Palmer, Cavalry; Harry McK. Roper, Field Artillery; Harvey L. Boyden, Cavalry.

Reserve Officers ordered to active duty: For 6 months flying training at Brooks Field, Texas, commencing Sept. 11th - 2nd Lieuts. Allan A. Barrie, Thurston H. Baxter, Robert H. Berg, Charles S. Draper, John A. Kerr, Arthur E. Larratt, Walter P. Piehl, Wm. H. Taylor, Carl F. Theisen, Frederick E. Walch, Jr., Ernest K. Warburton, Benj. R. Padgett, Elmer F. Knight, James W. Andrew, Loren E. Meece; Sept. 7th - 2nd Lieuts. Oscar F. Carlson and Paul A. Jaccard; Sept. 9th - 2nd Lt. Edward H. Alexander; Sept. 10th - 2nd Lts. Walter B. Whisenand and Roy C. Ploss; Sept. 12th - 2nd Lts. Marvin V. Harlow, Melvin R. Williams, George J. Eppright, Lon C. Ingram, Jr.; Charles W. Johnson, Manning E. Tillery; Sept. 13th - 2nd Lt. Frank B. Stuart.

For 15 days on date and at station specified: Langley Field, Va., Aug. 29th - Capt. George C. Farrow; Oct. 5th, Capt. Harold E. Weeks; Sept. 10th, Capt. Leo James Griffin - Rockwell Field, Calif., Sept. 12th, Capt. Raymond S. Dickinson - Middletown A.I.D., Penna., Sept. 10th, Capt. Joseph C. Boyarsky; Sept. 12th, 1st Lieut. Aubry F. Diamond - Scott Field, Ill., August 29th, 1st Lieut. Wm. Edward Huffman and 2nd Lieut. John F. Bolgiano - McCook Field, Dayton, Ohio, August 26th, Major George M. Brett and 2nd Lieut. Ronald McK. Hazen - Chanute Field, Aug. 28th, 2nd Lieuts. Vern C. Davison and Floyd G. Haddon - Mitchel Field, August 28th, 1st Lieut. Arthur W. Williams; August 29th, Capt. Guy F. Donohoe - Kelly Field, August 29th, 2nd Lieuts. Harry W. Fowler and Gilbert Waller - Crissy Field, Aug. 27th, Major Anthony E. Von Harten - Selfridge Field, August 28th, Capt. Elliott W. Springs - Office Chief of Air Corps, Washington, Sept. 13th, Captain Henry N. Moore.

Promotion: 2nd Lieut. Edmund C. Langmead to 1st Lieut. with rank from July 9th; 1st Lieut. Shiras A. Blair to Captain, June 27th; 2nd Lieut. David W. Goodrich to 1st Lieut. July 29th.

NOTES FROM AIR CORPS FIELDS

Luke Field, T.H., August 10th.

The flying training for the 5th Composite Group for the month of July consisted primarily of Group maneuvers, with the last of the aerial gunnery occupying the second position. The Group maneuvers included problems in group rendezvous, theoretical bombing attacks on battle fleets, bomb dumps, and airdromes, and alert and interception problems. The 19th Pursuit Squadron led the field in aircraft hours with a total of 132 hours, 55 minutes. The 72nd was next with a total of 124 hours, 50 minutes, the 6th third with 114 hours, 50 minutes, and the 23rd last with 110 hours.

The battle between the 6th and 19th Pursuit Squadrons for supremacy in aerial gunnery for the current year finally ended with the 19th Squadron emerging the victor. The 19th obtained a final squadron average of 69.75%, while the rivals were 3% behind with 66.75%. The courses fired were those laid down by "Tentative Machine Gun and Bombing Courses for Air Corps Tactical Units". Due to the lack of airplanes the courses were cut in half by all the 19th pilots and by those 6th pilots firing at the ground targets. The 6th Squadron pilots, however, fired their full quota of shots at the towed sleeve. This year marks the beginning of the gunnery courses in the Hawaiian Islands and the results obtained were in most cases very satisfactory. It is believed that the squadron averages listed above are very close to a record for the Air Corps. All firing, with the exception of Lieut. Cannon's record score on the ground target, was done with the MB3A airplanes with improvised sights. The sights used were of varied design but they all embodied the principles of the bar sight first designed by Capt. Oliver Broberg at Selfridge Field in 1923. It is believed that the scores would have been considerably higher if airplanes of the PW-8 or 9 type, equipped with the latest type sights, had been available.

The final results of the firing follow: 19th Squadron low altitude bombing scores - Lieuts. C.L. Chennault, 100; L.C. Mallory, 90; C.K. Rich, 70; R.C. MacDonald, 55; T. Griffis, 40; W.H. Wheeler, 40; H.C. Wisehart, 35.

6th Squadron low altitude scores: Lieuts. J.K. Cannon, 110; L.A. Smith, 85; D.W. Norwood, 80; H.L. Clark, 75; G.L. McNeil, 55; L.Q. Wasser, 55; R.L. Meredith, 50; D. F. Stace, 40; M.N. Clark, 25.

6th Squadron Ground Target, 4 runs, 360 rounds: Lieuts. J.K. Cannon, 98.88%; D.F. Stace, 93.88%; Capt. H.M. Elmendorf, 91.66%; Lt. G.L. McNeil, 77.49%; Lt. P.H. Prentiss, 75.83%; Lt. R.L. Meredith, 38.33%; Lt. M.N. Clark, 29.44%; Squadron average, 72.21%.

6th Squadron Tow Target, 8 runs, 720 rounds: Lts. J.K. Cannon, 74.1%; D.F. Stace, 75.1%; Capt. H.M. Elmendorf, 71.9%; Lts. J.H. Prentiss, 57.08%; R.L. Meredith, 74.4%; M.N. Clark, 69.4%; G.L. McNeil, 27.73%; H.L. Clark, 40.59%. Final percentage - Lts. J.K. Cannon, 86.49%; D.F. Stace, 84.49%; Capt. H.M. Elmendorf, 81.78%; Lts. P.H. Prentiss, 66.46%; R.L. Meredith, 56.37%; M.N. Clark, 49.2%; G.L. McNeil, 52.61%. Squadron average, final, for both courses, 66.75%.

19th Squadron Ground Target, 4 runs, 360 rounds: Lts. C.L. Chennault, 86.88%; H.C. Wisehart, 90.2%; C.K. Rich, 71.11%; W.L. Wheeler, 71.66%; O.P. Gothlin, 57.23%; T. Griffis, 83.55%; R.C. MacDonald, 66.23%; L.C. Mallory, 47.33%. Squadron average, 71.78%.

19th Squadron Tow Target, 4 runs, 360 rounds, percentage and final percentage: Lts. C.L. Chennault, 78.39 and 82.63; L.C. Wisehart, 75 and 82.63; C.K. Rich, 69 and 70.06; W.L. Wheeler, 59.2 and 65.43; O.P. Gothlin, 63.55 and 60.40; C.L. Williams, 71.7; J.S. Griffith, 68; C.D. McAllister, 56.93. Squadron average, 67.72%; final average both courses, 69.75%.

The Luke Field baseball club finished the Sector baseball season with only one defeat chalked up against them in 19 starts.

The Pursuit officers demonstrated their superiority on the baseball diamond by defeating both the Staff and the Bombardment teams.

Capt. Lowell Smith and Capt. Henry Pascale arrived on the Transport CAMBRAI July 30th and were assigned to Luke Field for duty. Capt. Smith will command the 19th Pursuit Squadron while Capt. Pascale will take over the 72nd Bombardment Squadron. Capt. Finter, who was in command of the 72nd, was transferred to the command of the 6th Pursuit Squadron.

Lieuts. R.L. Meredith, C.M. Cummings, H.W. Kunkel and Mrs. H.J.F. Miller, Mrs. P.H. Prentiss and Mrs. A.R. McConnell were passengers on the CAMBRAI on the return trip to the coast.

Field Service Section, Supply Division, Fairfield, O., Sept. 11th.

Lieut. F.P. Kenny agreeably surprised his old friends and associates by suddenly dropping in at the Office of the Field Service Section on August 24th. He was at the Field Service Section from 1921 until 1924, but for the past two years was on duty in the Philippines - gone but not forgotten. With Mrs. Kenny he is now proceeding leisurely by automobile from San Francisco to Washington, D.C., after which he will go to his new station, Brooks Field.

Major Jacob E. Fickel, Chief of Property-Requirements Section, Washington, D.C., spent several days here conferring with Field Service personnel relative to distribution of supplies, requirements, catalogs, and maintenance of aircraft equipment. Major Fickel was very much pleased with the progress being made in cleaning up supply problems.

Lieut. William J. Hanlon, who is spending several months at the Office of the Chief of Air Corps, visited the Field Service Section recently for the purpose of ferrying a night-flying, radio-equipped DH-4M2 to Aberdeen Proving Grounds.

Lieut. E.C. Whitehead made a quick flight to Washington and return on Sunday, August 29th, for the purpose of carrying some charts and statements which had been prepared at the Field Service Section for use by the Chief of Air Corps with the Bureau of the Budget. He was absent from this station just eight hours and five minutes.

Lieut. Joseph L. Stromme, who has been in Hawaii for the past three years, returned to the Field Service Section. He was assigned to this Section from 1921 until 1923, and he received a hearty welcome upon his return.

Lieut. Barney M. Giles shortly expects to pilot a DH4M-2 to Woodward Field (Salt Lake City). He will proceed by rail from there to Santa Monica and will fly a Douglas O2-C back to Bolling Field.

San Antonio Air Intermediate Depot, Duncan Field, Texas, August 17th.

First Lieut. Harry A. Halverson left this Depot August 7th, ferrying a VE-9 to Hartford, Conn., for delivery to the Regular Army Instructor with the Connecticut National Guard. From there he is under orders to proceed to Mitchel Field, N.Y., to obtain a Loening Amphibian plane, which he will fly to Fairfield for a study there of shop practices and methods. From Fairfield he is to fly the Amphibian to Fort Crockett, Texas, for delivery to the 3rd Attack Group, and return here by rail.

Warrant Officer Albert Bloom is taking a month's leave of absence.

First Lieut. John M. Clark returned from leave on August 4th and on the 12th was transferred to Kelly Field. He came to this Depot May 19, 1924, from France Field, Panama, this having been his second tour of duty at this Depot. His many friends here regret his departure, although glad to know that he will still be our neighbor at Kelly Field.

First Lieut. James E. Scheirer, Reserve, of Atlanta, Ga., was ordered to active duty training at this Depot from August 2nd to August 16th, arriving here Aug. 4th. This was his second period of active duty at the Depot, and he was greeted by many acquaintances made during his previous tour here in 1924.

First Lieut. Frederic B. Wieners has been on a two months' leave of absence since August 4th.

On Saturday, August 14th, the annual picnic of the officers and civilian employees of the San Antonio Air Intermediate Depot and their families and friends was held at Koehler Park, San Antonio, with its cool groves and winding stream. The weather was ideal and over 1,000 persons were in attendance throughout the day. An extended and varied program of events was held, including a hotly contested ball game between teams of Headquarters and Depot Supply, the latter winning 8 to 6. At noon a sumptuous barbecue, such as our own barbecue experts know how to prepare, was served, with all the fixin's, and the hungry multitude was fed with precision and dispatch. A civilian band discoursed pleasing music during the day, and dancing was enjoyed from 4:00 to 7:00. Great credit is due the Duncan Field Civilian Club, under whose supervision the picnic was held, as it was a most joyous occasion to all present.

San Antonio Air Intermediate Depot, Duncan Field, Texas, Sept. 1.

Pursuant to orders, the Commanding Officer, Major John H. Pirie, Air Corps,

left here August 26th by rail for Fairfield, Ohio, thence via air in an O-1 plane to Philadelphia, Pa., to participate in the National Races.

First Lieut. Earle H. Tonkin, Air Corps, ferrying General Patrick's new Douglas O-2 from California to Washington, made a short stop at this station on the 23rd for a few minor adjustments.

Cadet Sparhawk and Sgt. Lutes, in a Douglas O-2, arrived here August 25th for a few minor repairs, returning to Fort Crockett, Texas, the following day.

Kelly Field, San Antonio, Texas, August 12th.

Captain A.B. McDaniel, A.C., Secretary of the Air Corps Advanced Flying School, took off Saturday, July 24th, for McCook Field, Dayton, Ohio, for the purpose of attending a meeting of the Board of Officers who will determine the relative suitability of the Curtiss Boeing and the Huff-Daland Pursuit Training airplanes.

Aerial photographs of landing fields at Galveston, Lockport and Aransas Pass were made by 1st Lieut. R.T. Cronau, A.C., Commanding Officer of the 22nd Photo Section, Kelly Field, and Staff Sergeant Ray Ward, photographer of the 22nd Photo Section. These pictures will be made into a mosaic map of the landing fields for use in selection of a gunnery site for the Advanced Flying School.

Technical Sergeant William R. Church of the 42nd School Squadron left August 1st for a tour of foreign service in the Philippine Islands.

Seven Martin Bombers flew to Waco on August 5th and returned on the 6th. The mission was to bomb Waco and to destroy the bridges around the city in order to halt the advance of an imaginary enemy army advancing from Dallas. The mimic warfare was highly successful. All bridges were bombed thoroughly (theoretically).

Scott Field, Belleville, Ill., August 19th.

The following students completed their free balloon training and are now ready for observation training in captive balloons: Lieuts. H.G. Davidson, H.G. Fisher, J.P. Kirkendall, R.R. Selway, Jr., J.P. Kidwell, A.J. Yauger.

Pilots who visited Scott Field during the past two weeks were Captains Young, Woolsey, Wooten, Lieuts. Hutchins, Palmer and Halverson.

Fifteen airship flights were made during the past two weeks for a total of 29 hours, also five free balloon flights for a total of 16 hours, 17 minutes.

The wind up of the free balloon course was rather an exciting event, especially for the participants, Lieuts. Selway and Kidwell. These officers were scheduled to complete their free balloon training on the same day and at the same hour, which necessitated a take off in formation with their solo balloons. They decided to make a race of it, and the bets were placed. The start was witnessed by a group of oversympathetic "rated" old timers; but it was a wide-eyed surprised farmer who happened to be present at the smashing, dragging, and cursing finish. No end of fun. This hectic finish was the outcome of the budding pilots' frantic effort at the start of the race to locate a favorable wind, but the weather or climate, or their accessories refused to put out anything more than an occasional puff. Their ballast was now doing duty in the craws of numerous barn-yard fowls, and the race was in the hands of the weather man, Allah and his aids. Only prayer and the judges could help them now, and with the appearance of such technical points as ties, telephone wires, creeks and fences to hinder these already befogged judges, they had no easy time in determining just who was the victor of this sand storm. Lieut. Kidwell has undoubtedly traversed the greatest distance (if vertical travel and travel by land and water were to be considered). But such things were not considered "au fait" in a balloon race, hence the prize was consumed by the judges.

Scott Field, Belleville, Ill., August 25th.

Colonel Joseph A. Baer, the General Staff member in charge of the Service Schools, arrived on the post August 19th and inspected the activities of the Balloon and Airship School, the 9th Airship Company barracks and mess, and conferred with Colonel John A. Paegelow on matters pertaining to the School.

Pilots who visited Scott Field during the past two weeks were Major McChard, Captain Ballard, Lieuts. Carter, Finch, Kenny, Aldrin, Cornelius, Brookley, Frost, Owens and Twining.

Flying time since last report: Lighter-than-air, 15 flights for a total of

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28 hours, 10 minutes; Heavier-than-air, 21 flights, 11 hours, 30 minutes.

Capt. J.C. Van Ingen returned to duty August 8th. He was on temporary duty in charge of meteorological work at Fairfield since March 10th, and will now be in charge of that work at Scott Field.

Captain and Mrs. Bruce Butler engineered an officers' picnic on the night of August 21st for the entertainment of a group of visiting officers from Brooks Field. All ground vehicles obtainable were mobilized for the occasion. Food, water, music and Second Lieutenants were piled in together and the formation took off. They landed in a hay stack some twenty miles north by east from the field and chose that spot for their picnic. No end of fun was had by all and only one rib fractured. On the following day some of the Brooks Field officers took off for home.

The Scott Field Baseball Team of the Belle Clair League redeemed itself with a 5 to 0 victory over the Belleville Bob Whites on Sunday, August 23rd. Private Track of the 9th Company was in Big League pitching form and allowed the Bob Whites only four hits, whereas the Scott Fielders were slugging the ball like the old Babe himself.

The Scott Field football team will start practice next week in preparation for a hard and long season. This schedule already includes such formidable opponents as Fort Sheridan and Jefferson Barracks, but they feel confident that with Lieut. "Bull" Davidson (recent coach of the Brooks Field Cactus Jumpers) for a pilot, they will weather all storms and bring home the coveted championship.

Langley Field, Va., August 2nd.

The month of July was one of extreme activity for Langley Field, during which the seventh camp of the junior components of the Army was in training, to be followed by two more. The increase in the amount of summer training over previous years was evidenced by the fact that more money was disbursed by the Finance Officer during July than in any other month since the war.

Several service tests of considerable importance were conducted.

The field was visited by several distinguished visitors, among whom were Mr. Davison, Assistant Secretary of War, General Patrick, General Fechet and Governor Byrd of Virginia.

11th Bombardment Squadron: The squadron made 39 flights the past week for a total of 23 hrs. 50 min. One cross-country was made to Pope Field, N.C., and return, ferrying a rudder to the TC-5 forced down at that station.

The 11th was the first squadron on the field to receive one of the new Huff-Daland planes. Work was started on the assembly of same.

20th Bombardment Squadron: Much of the flying done by personnel of this organization the past week was in connection with ROTC training, 17 hours and 35 minutes being flown, comprising 17 flights. According to reports from the instructing personnel some very good results were obtained.

An interesting feature of this work was an aerial review and demonstration put on by members of this station for the benefit of the ROTC and CMTC. Members of these branches visited here from Fort Monroe to witness the demonstration, and upon its conclusion here the flight proceeded to Fort Eustis where another review was held. Three Martin Bombers were furnished for the flight by this squadron. The pilots participating from this organization were Capt. W.H. Hale, Lieuts. M.S. Fairchild and E.M. Morris.

96th Bombardment Squadron: The Squadron hung up 80 hours and 50 minutes in the air so far this month. The baseball team was defeated by the Pocquosson aggregation 7 to 3.

The 96th Squadron boat is in perfect running condition, and all seem to be enjoying themselves except one "Old Sea Dog", Private Costello, who went out in the Back River with a small gale blowing and became sea sick. This was very queer, for he is supposed to have sailed many a dark blue sea in many a stormy night and has traveled the world over.

19th Airship Company: The Airship TC-5 flew a five tracking problem to aid the Naval radio station at Virginia Beach to check their radio compasses. A course within a radius of 10 miles of the Virginia Beach station was first flown, after which the airship flew directly out to sea from the Virginia Capes for a distance of 15 miles. As the airship flew along its course it sent constant radio signals to the ground station and the exact bearings of the aircraft were registered on the ground radio loop. While checking the position of the airship by radio the Naval base station, by visual tracking instruments and by checking their

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visual readings the radio compasses were calibrated. The test was made so that aircraft and service vessels may be able to secure accurate radio bearings from the Naval station at Virginia Beach to aid them in navigation.

The total flying time for the 19th Airship Company for July was 108 hours, 55 minutes, aircraft hours, and 786 hours and 55 minutes, man hours, breaking all previous lighter-than-air flying time records at this station. All of the flying during the month was fortactical missions and instruction flights.

20th Photo Section: It is with regret that the Section loses its Commanding Officer, 1st Lt. George C. McDonald, who was ordered to Panama. He has been our Commanding Officer for four years and under his guidance the Section reached the peak of perfection and efficiency, now being one of the best trained and equipped Photo Sections in the Air Corps. With him goes our heartiest wishes. Lieut. Guy Kirksey, his successor, just completed a tour of service in the Philippines. He has had a varied experience in photography and was photographic officer of the Porto Rican flight, Lieut. McDonald being pilot. Members of this Section are very glad to have a commanding officer of such a wide and valuable experience, and hope he will enjoy his sojourn with them.

50th Observation Squadron: The Squadron flew 591 hours, 43 minutes, aircraft hours, during July, most of which being in connection with the training of National Guard and Reserve Officers.

The Squadron is also conducting service tests on the O-2 planes to determine service ceiling under various conditions. These tests, while not yet sufficiently under way to give definite conclusions, promise some very interesting results.

Langley Field, Hampton, Va., August 10th.

50th Observation Squadron: Captain Wm. M. Reading, 1st Lieuts. M.G. Waters, Horace A. Lake, John R. Cline, Eugene C. Rowley and Wm. K. Andrews reported for 15 days' active duty with the Squadron.

1st Lieut. Earle J. Carpenter, AC (DOL), Pa. Nat'l Guard, was on 15 days' active duty during the training of the above-named National Guard organization.

The Squadron has a total of 591 hours and 43 minutes aircraft flying time (1988 flights) for the total training and operations of this month.

20th Bomb. Squadron: On Aug. 2nd the Wing Headquarters of this station put on an aerial demonstration for the benefit of the Asst. Sec. of War. The 20th Bomb. Squadron participated in this event with one Martin Bomber which was piloted by Capt. Cecil G. Sellers. The flight lasted about half an hour and our ship performed very creditably under the able hands of Captain Sellers.

11th Bombardment Squadron: The Squadron flew a total of 14 hours during the past week. The 11th flew a formation flight of three ships for the Assistant Secretary of War who visited this station. (Walker)

The first test hop of the new Huff-Daland proved a success. Only a few minor details developed which are at present being corrected.

19th Airship Company: Eight members of the Officers Reserve Corps reported August 1st for two weeks' training with this organization.

Two free balloon flights were made this week, Capt. T.F. Stone piloting the first flight and 2nd Lieut. B.T. Starkey the second flight.

The Airship TC-5 with Capt. Chas. P. Clark in command, left Aug. 6th for a cross-country to Lakehurst, N.J. and the Sesqui-Centennial at Philadelphia.

Langley Field, Va., August 14th.

The Vought airplane was ferried to Philadelphia August 14th by Major Oscar Westover, C.O. of Langley Field, to be used for sky writing in connection with the National Air Races to be held at that place.

Pilots from Langley Field designated to participate in the National Air Races at Philadelphia were as follows: Bombardment Planes, C-1, Pilots - 1st Lt. K.N. Walker, 11th Bomb. Squadron; 1st Lt. J.M. Davies, 20th Bomb. Sqdn.; 1st Lt. E.M. Morris, 96th Bomb. Sqdn. Observation Planes, O-2 - 1st Lt. L.W. Webster, 50th Obs. Sqdn. Pursuit planes - Air Corps Tactical School, 1st Lieut. W.J. McKiernan, Jr.

50th Observation Squadron: Capt. Reading, 1st Lieuts. Andrews, Cline, Lake, Waters, and 2nd Lt. Rowley, Air Corps, Reserve, completed 2 weeks' active duty with this organization.

Lt. Everett S. Davis, fresh from the waterless wastes of Schofield Barracks, Oahu, joined the Squadron Aug. 9th and assumed the duties of Operations Officer. 20th Bombardment Sqdn. Squadron flying activities were at a minimum the past week, 26 flights for a total of 4 hours, 25 minutes being made. The slowing up of activities was due more or less to the fact that the Squadron has a new Huff-Daland Bomber, and a majority of the men and officers were busy assembling it.

After an absence of 3 months, 1st Lt. John M. Davies returned to duty. 11th Bombardment Squadron: The Squadron flew a total of 37 hours, 20 minutes during the past week. One cross-country was made to Fairfield, O., and return, ferrying ship for overhaul at that station.

This week the new Huff-Daland spent 10 hours in the air on test hops.

96th Bombardment Squadron: The Squadron hung up 27 hours, 50 minutes in the air to its credit so far this month and is still going strong.

Among the new arrivals in the Squadron is Captain Parkin.

Staff Sgt. Tholan left for an extended visit to all of the principal countries in Europe. We all wish him the best of luck on his voyage.

19th Airship Company: With a record of 108 hours flying time piled up for July, the 19th Airship Company is out to establish a new record for August. In the first two weeks of this month the Airships TC-5 and TC-9 have already flown over 70 hours. The arrival of eight reserve officers on July 21st, with their flying time, helped to bring the flying hours up to a high mark. Two motion picture missions and two cross-country flights also helped to swell the total.

Reserve officers reporting for duty included Capts. Samuel T. Moore and Wm. Geiger, 1st Lts. Amundsen and Kiernan, 2nd Lts. Allen, McCracken, C.C. Murphy and D. Murphy. In addition to airship work the Reserves all made observation balloon flights, and three free balloon flights were made possible by favorable winds. The first flight ended near Isle of Wight, Va., but the latter flights ended near the east bank of the James River. Capt. L.F. Stone, Lieuts. R. Kieburtz, B.T. Starkey and Warrant Officer R.E. Lassiter were the pilots.

On August 8th the Airship TC-5, with Capt. Charles P. Clark and Lieut. W.A. Gray, pilots, flew to Philadelphia and Lakehurst. After flying above the Sesqui-Centennial Fair Grounds, the "Five" landed and took a score of newspaper men as the guest of Major John McDonnell, Air Corps, representative at the Fair Grounds, for a short flight. Later, Generals Leonard and Rockenback made a flight over Philadelphia. The airship then departed for Lakehurst, N.J. Due to storm warnings it remained at Lakehurst over night and returned to Langley Field in a record-breaking time of four hours.

On August 2nd the TC-5 carried a motion picture photographer to Yorktown, and on August 11th, both the TC-5 and the TC-9 flew to Washington, where another news reel photographer made a picture of the two ships flying over the most beautiful spots of the District. Capt. C.P. Clark commanded the TC-9, with Capt. L.F. Stone and Lt. McCracken (Reserve) as assistant pilots. Lieut. W.A. Gray commanded the TC-5, with Lieut. R. Kieburtz and Warrant Officer R.E. Lassiter as assistant pilots. On the return trip Majors Reardan and Lincoln of the General Staff piloted the TC-5.

Langley Field, Hampton, Va., August 21st.

11th Bombardment Squadron: The Squadron flew a total of 12 hours, 40 minutes the past week. Practically all of the flying time was made in test hops.

20th Bombardment Squadron: Capt. Hale left for a cross-country flight to the New England States on the 17th.

59th Service Squadron: Tech. Sgt. Glascock and Staff Sgt. Glenn are on cross country to Philadelphia, Pa., as crew chiefs with Major L.H. Brereton, on the regular training flight of the 2nd Bombardment Group.

96th Bombardment Squadron: Capt. Francisco is in command during the absence of Capt. Rust, who left for Mitchel Field from which place he will leave for Philadelphia to visit the Sesqui-Centennial.

Our Squadron boat took second place in the Water Carnival race held at Norfolk, Va., which is better than can be expected considering the competition, having raced against 40 to 60 h.p. motors, while ours has only a 32 h.p. motor.

50th Observation Squadron: The Mass. National Guard completed the first half of their two weeks' training period, with the 50th. The majority of their pilots soloed service type observation planes, including the O-2.

The operations of the Squadron during the past week included artillery adjust

ment missions and towing targets for the Coast Art. at Ft. Monroe, Va., training National Guard, service test of O-2 plane and various other smaller details.

Langley Field, Va., August 28th.

11th Bombardment Squadron: The Squadron flew 18 hrs. 20 min. (27 flights). Practically all of the flying was for the purpose of testing the Huff-Daland.

20th Bombardment Squadron: Eleven hours, 25 minutes were flown the past week, which seems a bit above average considering the number of men working on the line during this period.

The personnel entirely recovered from the sickness which held them confined to quarters during the first part of the week.

96th Bombardment Squadron: So far this month the Squadron accumulated 52 hours, 5 minutes flying time.

Headquarters Philippine Department, Manila, P.I., July 10th.

Camp Nichols, Rizal, P.I. Owing to continued rains the condition of the flying is such that this command performed less flying this month than for the past several months. The total man hours flying time for June was 278 hrs, 10 min., with 1201 flights. Total aircraft flying time, 142 hrs. 15 min. with 595 flights.

With the sailing of the July Transport this station lost about 125 of our enlisted personnel. This did not reduce the strength of the post below the usual number, as the May Transport brought replacements for those departing for the States. However, their loss will be keenly felt, as many of them were holding down very important jobs around the post.

Kindley Field, Fort Mills, P.I. Lieut. Finley returned from China with a fine lot of rugs, linens, etc., and we'll bet his bank account had a bad five weeks. Lieut. Sam Mills reported for duty and was assigned to the Engineering Department. Capt. White, our 609 expert, received orders to Clark Field, which will leave us short a flight surgeon and as congenial a couple as we could wish for.

The Engineering Dept. just finished the complete overhaul of one of the Douglas Cruisers, and from the way the boys ask for that crate it looks like the job was a good one. Even though we have had a good taste of the rainy season, we have been able to get in 64 hours with six pilots.

A large part of the month was devoted to general police work to get ready for the coming inspection of Maj. Gen. Sladen, the Department Commander.

Clark Field, Pampanga, P.I. Most of the flying activity at Clark Field for June was preparatory pursuit training for the new members of the command who arrived on the May transport. The new props arrived and were installed on the 3 PW-9's in commission at this station, although many complaints were heard from the officers stationed at Camp Stotsenburg to the effect that those howling airplanes rudely interrupted their siestas.

Lieut. and Mrs. Chidlaw and Lieut. and Mrs. Spry arrived home from China, bringing home many stories about the intricacies of Chinese and Japanese exchange rates, and also many things they purchased there. They reported a good trip and a good time.

Lieut. Taylor finally arrived home from his trip with the Navy after cruising over half the Orient. He was also very enthusiastic over his trip and brought home many beautiful purchases. He spent so much time in China that we were beginning to think he would be an advocate of the good old Chinese dishes, such as fried beetles and bird's nest soup. Strange to say, though, he still runs in favor of the good old Ham and _____.

Lieut. and Mrs. Kenny and Lieut. and Mrs. Cook bid farewell and sailed away for a visit to China and Japan preparatory to their return to the U.S. They are going to catch the transport at Nagasaki, sailing from there to the States.

Lieut. Bobzien reported for duty from Camp Nichols and reports that this station has it all over Manila like the proverbial tent. We all heartily agree, although we doubt if the board of censors will let this free advertising for Clark Field get by.

We are eagerly awaiting the arrival of some more D-12 motors so we can get the rest of our PW-9's in commission. As it is the pilots who draw them each morning give vent to many loud huzzahs, while those who draw our MB's !!!!!

The Operations Officer leads a dog's life trying to satisfy everyone. The aircraft flying hours for the month were: 123 hrs. 25 min; man hours, 173 hrs. 10 minutes.

Wright Field, Fairfield, O., August 16th.

Capt. Edward Laughlin, Engineer Officer, recently returned from a two weeks' trip to San Antonio. The journey was made in a DH, and stops were made at Scott Field, Post Field, Love Field and other points en route.

Most of the time at San Antonio was taken up in engineering inspection at Duncan Field (San Antonio Air Intermediate Depot) and Kelly Field. Capt. Laughlin is no stranger to those activities for he was Engineer Officer at the Depot when it was at Dallas and after it was moved to San Antonio, for several years previous to his transfer to Fairfield; in fact, the remarkable development and present efficiency of the repair shops at San Antonio are largely due to his efforts; and the good work has been continued by those who have succeeded him as Engineer Officer, Lieuts. McMullen, Branshaw, Vanaman and others, and by the loyal civilian employees who have stayed with the Air Corps through all its difficulties.

Capt. Laughlin says that he has no special report to make, finding much to commend and little to criticize. He brought back several good ideas, which can be used to advantage at the repair shops here. Altogether, the trip was well worth while, and Capt. Laughlin hopes to visit other fields within the Control Area when an opportunity is afforded.

Capt. Alfred H. Thiessen, Signal Corps, reported for duty August 9th. Capt. Charles T.C. Buckner, Medical Corps, who completed a tour of foreign service, reported at Wright Field early in August. Other new arrivals are Capt. S.A. Blair and Lieut. E.C. Whitehead, who reported for duty at the Field Service Section.

Lieut. S.G. Frierson was appointed Station Supply Officer, succeeding Lt. Ira R. Koenig, who was appointed Post Exchange Officer in addition to his regular work as Finance Officer.

Lieuts. S.G. Frierson and O.O. Niergarth assisted in the dedication of the Grand Rapids Airport, Grand Rapids, Mich. They made the trip by air on the morning of July 31st, returning to Wright Field August 2nd.

Mr. and Mrs. C.G. Mathys of Madison, Wis., are spending their vacation with Mrs. Mathy's brother, Lieut. O.O. Niergarth.

Major George H. Brett visited Chanute and Scott Fields on August 9th and 10th, the trip being made by air. While at Chanute he attended a dinner dance at the Champaign Country Club, Major Wm. C. McChord acting as host to 14 guests. On August 16th Major Brett flew to Norton Field for a conference at Corps Area Hqrs., returning to Wright Field on the same day.

Wright Field, Fairfield, Ohio, Sept. 1.

Capt. Edw. Laughlin, Chief Engineer Officer at the Fairfield Air Intermediate Depot, seems to be indispensable at the annual air races. No matter how much he seeks to avoid them he is nevertheless ordered to participate. He received orders to proceed to Philadelphia for temporary duty in connection with the races.

Officers from Wright Field designated to participate in the races at Philadelphia were Lieuts. C.C. Nutt, O.O. Niergarth and Capt. John G. Colgan.

The following pilots ferried O-1 planes from Selfridge Field to Wright Field: Capt. John G. Colgan, Lts. H.F. Rouse, E.C. Whitehead, Sgts. C.C. Coffin and J.G. O'Neal. These airplanes were fitted up with special streamlining at the Repair Depot and then flown to Philadelphia for use in the Races.

The four airplanes which are being equipped with radio receiving and sending sets, two target reels, and night-flying equipment, are now completed. They will shortly be flown to the Aberdeen Proving Grounds, Md., where they will be used in several gunnery projects.

Mr. R.L. Ahlbrand, in charge of the Instrument Room at the Fairfield Air Intermediate Depot, left for duty at the San Antonio Depot for a few weeks to assist the Engineer Officer there in the installation of new equipment for the repair and testing of aircraft instruments.

A new PT-1, which was just received at the Repair Depot, is being assembled for service test under the direction of the Engineering Department.

Capt. F.I. Eglin arrived from Kelly in a C-1 Aug. 27th, with 6 passengers. They left the following day for Bolling Field en route to Philadelphia.

Capt. Jack Beam and Lt. H.H. Reily, Kelly Field, ferried two Jennies from there to Wright Field and returned to Kelly by rail the same evening.

Lt. L.J. Maitland is on temporary duty in the Office Chief of Air Corps.

Lt. H.A. Halverson, en route to Fort Crockett, Texas, in a Loening Amphibian, stopped for several days at Wright Field.

Mr. J.D. Riblet, of the Supply Depot, went to Europe on 3 months' vacation.

Lt. John S. Gullet, Bolling Field, recently visited here on his way to Cleveland to obtain possession of a new Peerless and drive it to Bolling Field.

Lt. Earle H. Tonkin piloted a special Douglas C-2 plane for the Chief of Air Corps from Santa Monica, Calif. to Wright Field. It is being given several coats of blue lacquer and Lt. Tonkin will then take it to Bolling Field.

Headquarters 2nd Div. Air Corps, Ft. Sam Houston, Texas, Aug. 23.

An airplane accident occurred on Aug. 18th resulting in the death of Flying Cadet Durand C. Bazire of the 3rd Attack Group, Fort Crockett, Tex., on temporary duty here as instructor during the Reserve Officers Training Camps. Cadet Bazire was flying to Kelly Field with Pvt. John C. Brown, 12th Obs. Sqdn. as passenger. When about half a mile northwest of the flying field at about 150 feet altitude it seems the motor of his JN6 stopped, and being low and with insufficient flying speed the ship spun into the ground, a total "wash-out". The passenger's injuries were severe, one arm being broken in several places. He also sustained painful scalp wounds and bruises. This accident is all the more sad as Cadet Bazire had just arrived at the goal he had striven for the last four years—a commission as 2nd Lt. in the Air Corps, Reg. Army. A telegram from his father, Capt. Charles I. Bazire, QMC, on duty in the Quartermaster General's Office in Washington, had just been received by Cadet Bazire that he had successfully passed his examination and would be proffered his commission immediately. All the regular officer personnel and all Reserve officers under training here were present at the funeral services. The body was shipped to his home, Hasbrouck Heights, N.J., accompanied by 1st Lt. W.R. Sweeley, A.C.

Cross-country solo flights in formation were made to Austin, Texas, by Major Feasel, Lts. Clark, Harkey and LeBreton, A.C.R., for purposes of training. The mission was reported successful.

Wheeler Field, Schofield Barracks, H.T. August 12th.

A flight of three planes went to Molokai recently to mark the landing fields already established and to locate new fields on the islands of Molokai and Lanai. The flight consisted of Capt. Signer with Sgt. Kilp; Lt. Davidson with Sgt. Dorcy in the radio plane, and Lt. O'Connell carrying lime and other supplies in the third ship. The flight worked hard for the first three days and then enjoyed a two days' hunting trip. Davidson and O'Connell each got a deer. Everyone enjoyed the hospitality of Mr. and Mrs. Lloyd Arnold, Mgr. of the Libbey Pineapple Plantation on Molokai and one of the keenest supporters of the Air Corps in the Islands. He was a pilot overseas during the late war. Lt. O'Connell thinks that Davidson may develop into a hunter under careful supervision and instruction. It is rumored that Lt. O'Connell attempted to run down his deer but that it refused to run, charged, and when Capt. Signer and Lt. Davidson arrived on the scene of action the brave hunter had retreated over a boulder head first.

Coast Artillery large caliber practice season is in full swing and the Wheeler Field observers are blossoming forth with brilliant application of the principles laboriously gleaned during the winter months in the class room. Most of them, due to a forced issue of dots and dashes, are swinging a wicked radio key. The Radio Corporation of America and the Marconi System are now engaged in spirited bidding for the services of Lt. Joseph W. Benson at such time as he may retire from the service.

Under the direction of Lt. Jack O'Connell, Engineer Officer, a concrete runway is being constructed between the flying hangar and the engineer hangar.

While in pursuit of some elusive grid leaks, Lt. W.G. (Static) Smith became infected with the deadly electron and spent a few days on sick report. Rumor has it that the drawn and haggard countenance which enlisted the sympathy of Capt. Doc Shook is due mainly to sitting up until 3 a.m. trying to work South Africa on the short wave radio set.

Lt. Robert Moor and the allied arms hunted goats on Mauna Loa while on leave at the Kilauea Rest Camp.



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F. C. BARRY
AIR SERVICE

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Information Division
Air Corps

October 16, 1926

Munitions Building,
Washington, D.C.

The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard, and others connected with aviation.

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LIEUTENANT DOOLITTLE RETURNS
by A.M. Jacobs

Half across the McCook Field Cafeteria the other day appeared a figure which seemed strangely familiar except that it moved with unusual caution upon crutches. It needed no second glance to send the name of "Jimmie Doolittle" breaking like a wave over the room. Everyone knew that Jimmie was due to return, but with his usual unobtrusiveness he had slipped in unannounced and was with us ere we were aware of it. The crutches were new pieces of furniture picked up in South America, although we had never heard that the present craze for antiques had hit Jimmie. But thereby hangs a tale.

Several months ago, having some accumulated leave to dispose of, Lieutenant Doolittle had accepted an offer of the Curtiss Company to go to South America for the purpose of demonstrating the Curtiss pursuit plane to the Chilean Government. He arrived there safely by steamer, but one day as he was helping in the assembling of his plane, he fell from a 12-foot platform upon a concrete pavement breaking the tibia - one has to break it, it seems, to learn what it is - in each leg.

About a month later the Government called for a demonstration of the plane. Lieut. Doolittle was still in the hospital with both legs in plaster casts. But it was what he had come all the way from the United States to do and he wasn't going to let a little thing like broken bones stand in his way. He had a portion of the cast that extended above the left knee taken off and clips fastened to the bottom of the casts so that he might manipulate the rudder bars. Then they carried him down and put him in the plane.

Curtiss representatives coming home reported that they had never seen a more brilliant demonstration of flying. It seems there was a plane of foreign make demonstrating in competition. But Jimmie not only flew it right off the field, but went after it, rounded it up and forced it to come in and land.

There was no keeping him out of the air after that. He took the plane to several cities. He crossed the continent, flying from Santiago to Buenos Aires, and before he came away decided to hop the Andes. This was a flight that had been accomplished but once in history, when a group of three airplanes set out last year, only one of which succeeded in getting through. Captain Castro, a Chilean, native to the country and knowing his terrain thoroughly, was the lucky pilot. Attaching his crutches to the gun mount and carrying an extra 30-gallon tank of gasoline behind the cockpit seat, Lieutenant Doolittle started out, flying from Santiago to Antofagasta, Chile, and from there across the Andes to LaPaz in Bolivia, winding his way among the snow-capped peaks and saddles at an altitude of approximately 18,000 feet. He arrived at La Paz some six hours later than his take-off. He also made the return trip by air. We are of the Air Corps and need no details to picture the chances of such a flight. Being crippled would not necessarily increase the hazards, since if there was a crack-up, the flyer would scarcely have a chance to escape from the isolated fastnesses alive anyway. But such possibilities did not bother Lieut. Doolittle, whose faith in his plane was complete, and it rewarded him by giving no "whisper of trouble".

Lieut. Doolittle remained at McCook Field but two days, going on to New York where at least one leg must be rebroken and reset, possibly both. "I am anxious to be off and get it over with because I am so anxious to get back on the job again," said Lieut. Doolittle at parting. The Field was sorry to see him go again even temporarily. The recent death of Lieutenant Barksdale, the absence of several other members of our test-branch family on various missions has sadly diminished the old crowd.

Lieutenant Doolittle will go to Walter Reed General Hospital to complete his convalescence. We hope his stay will be extremely short.

EXHIBITION FLIGHTS BY THE ARMY AIR CORPS ✓

Instructions have been sent by the War Department to all Corps Area and Department Commanders; to the Commanding General, District of Washington; and commanding officers of exempted stations, advising them that in order - with the present limited equipment and personnel of the Air Corps - to obtain a maximum amount of military training, the flying of aircraft on other than training missions will be kept at a minimum. They have been further informed that the War Department believes every effort should be made to assist cities, chambers of commerce, etc., to provide airdromes for their communities; and that when air facilities have been provided they should be used by Army aircraft. A continued interest should be taken in their maintenance in proper operating condition, and in the establishment of new facilities of like character. Therefore, Corps Area and other commanders will, time and opportunity permitting, insure sufficient cross-country flying by Air Corps personnel to such airdromes as will accomplish these purposes.

However, aerial exhibitions which are defined as flights conducted for the purpose of public demonstrations and which are not made in connection with training, military activities or routine functions of the Air Corps, will be held only upon approval from the War Department.

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DAYTON OPENS MUNICIPAL AIRPORT ✓

Dayton celebrated the opening of its municipal airport with a flying circus on Sunday, September 25th. Robert E. Condon, President of the United States Junior Chamber of Commerce, gave a short address on the grounds. This is the first J-C (Junior Chamber) marked airport in America, but it is the plan of this body to have an up-to-date J-C marked landing field in every city where a Junior Chamber is organized. It is expected that 22 will be completed in the next eight months. Farnum Parker, the youngest licensed aviator in the United States, and Lawrence Moore, parachute jumper, featured in the performance which was of strictly a civilian aeronautical nature.

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AIRPLANE SEED SOWING ✓

In an article describing the recent experiment conducted in Hawaii in an effort to reestablish a forest cover on a burned area, Mr. C.S. Judd, Forester of the Board of Commissioners of Agriculture and Forestry of the Territory of Hawaii, states that the practicability of sowing trees from an airplane was successfully demonstrated when over a quarter of a ton of seed of many tree species was sown broadcast over the Panaewa Forest Reserve, situated four to seven miles from the town of Hilo on the Island of Hawaii.

Mr. Judd goes on to say that this method of broadcasting seeds had twice been previously employed in the Territory of Hawaii during the past four years and that it was possible to drop tree seed from army airplanes on denuded mountain slopes on the Island of Oahu.

The necessity for using this method in the present instance was urgent because the fire had made its devastating way over about 700 acres of the roughest kind of country in this reserve - a billowing sea of crumbling lava, scanty of soil and replete with dangerous fissures and tumbling hillocks. To have attempted reforestation on this burned over area by hand sowing would have required the painstaking and wearing efforts of many men over a long period. It was essential, moreover, to scatter the seeds at the earliest practicable date after the burn so that the young trees might obtain a head start over the undesirable growth, such as weeds and grasses and the perniciously-creeping staghorn fern, which is not only a fire menace but a notorious obstacle to natural reproduction.

As soon as the fire was extinguished a request was made, through the Acting Governor of Hawaii, of the Commanding General, Hawaiian Department, for assistance by the assignment of an airplane from which the seed could be sown. This request was readily granted, with the information that this cooperative work would be undertaken as soon as new planes arrived from the mainland.

In the meantime a large amount of seed was collected, mainly on Oahu, and

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sent up to Assistant Forester L.W. Bryan, who was in charge of this project and who had suggested this method of sowing the seed on this burned area. About 700 pounds of seed was assembled, stored in gunny sacks and held in readiness for the flight.

On July 2, 1926, the airplane assigned to this work arrived at noon at Hilo from Honolulu, having covered the 200 miles of inter-island flight in approximately two hours. The plane, fortunately, was a Loening Amphibian, for the nearest landing field at South Point was over 70 miles away and inconveniently situated for the delivery of the seed. Since the plane could take off equally well from the water, the seed was readily hauled to Hilo Harbor from whence the flight was to start.

It was found that there was insufficient room in the plane for all the seed on hand, so three flights were made in which, respectively, six, seven and eight sacks of seed, amounting in all to about 700 pounds, were taken up and consigned to the air at an altitude of about 1500 feet with the plane traveling at a speed of 110 miles an hour. It required from 30 to 45 minutes to throw out the seed. Mr. Bryan, who personally performed this labor, said that it was about the hardest kind of work he had done for, hampered by the parachute harness, it was most difficult to reach down and lift the bags to the gunwale where they were opened and the seeds shot down in a stream.

Although the destination of the seed was readily distinguished by a railroad track on one side and a concrete road on the other, Lieut. Worthington, who piloted the Amphibian, displayed remarkable skill in judging the wind direction and probable flight of the seed, and gave the signal for Mr. Bryan to cast out the seed each time the plane was in the proper position for the released seed to fall on the burned area.

Seeds rather than seedlings were used; first, because of the difficulty of packing in young trees over the rough ground would be too great; and second, it was believed that seeds would germinate and send their roots down into cracks and crevasses in this region of scanty soil better than would seedlings.

Seeds of about forty different species of trees, natives of India, Africa, Australia and other parts of the tropical world were thus sown in this project. Only time will tell, Mr. Judd states, whether the reforestation of this burned area by this method is successful, but the results will be examined with interest.

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THE FLYING EXHIBITION AT SELFRIDGE FIELD by Sergeant X.L. Horn

The spirits of the personnel at Selfridge Field, during the early hours of September 18th, were no less damp than the impenetrable veil of fog which hid the face of morning. Success of the Exposition depended entirely upon the weather and dawn foretold but meager success. However a light breeze came to our rescue about 10:00 A.M. and slowly wafted the enshrouding curtain into insignificance and a light crowd began to arrive. By 11:00 A.M. the sun had broken thru and the crowd had increased to a holiday size. Planes came buzzing in from all directions and success was assured. At 1:00 P.M. the crowd was estimated at 30,000 with more arriving every minute. Just at 1:20 the giant RS-1 with Colonel Paegelow and party aboard arrived, circled the airdrome majestically once or twice and was taken in tow by the landing crew.

Promptly at 2:30 P.M. the "Show" started. Major Lanphier leading fifteen P-1A's gave the crowd, which had by this time become enormous, a welcome of Formation Flying. Lieuts. Johnson, Ellicott (Mitchel Trophy winner) and Collins took the air in P-2's for acrobatics, which was followed by parachute jumps from the NBS-1. Staff Sgt. Dale Allen and Pvt. Baetke pulled off and Pvt. Smith made a live jump from the gunner's cockpit. This event was followed by balloon strafing - a number of pilot balloons were inflated, released and punctured by diving at them with P-1's. Next came bombing which was very successful. Lieut. Carl J. Crane scored a direct hit with his third bomb. The people then got just what they wanted - thrills. A pursuit pilot went up and performed loops, spins, immelmans, barrel-rolls, dives, sideslips, raked the ground with his wheels at terrific speed and, in fact, did everything that anyone could do with a P-2. There was something doing every minute, but the biggest thrill of all came when Lieut. James H. Collins, dressed as a girl, climbed into the cockpit of an AT-1 for a supposedly free ride. It seemed as if the AT would crash at any minute, but each time she pulled up crazily on her side only to slip back to within inches of the ground. Some of the oldtimers were a bit scared.

Short work was made of the captive balloon when Lieuts. Johnson, Crane and

Ellicott got a few cracks at it with their .30 caliber machine guns. All this time a Curtiss Bomber from Langley Field had been polluting the air with some sort of horrible concoction which was to produce a smoke screen if she ever got a chance to get into the air. This was finally accomplished with satisfactory results. Good-bye by a formation of six P-1's brought the day to an end - one that will be long remembered by all who were present.

Visiting officers during the circus were Lieut. B. Johnson, piloting a DH; Lieut. A. Johnson, piloting a PW-7 Fokker; Lieut. Hunting in a DH; Lieut. Sutton in a Curtiss Bomber NBS-4; Lieut. Eubanks in a Huff-Daland LB-1 and Lieut. White in a DH, all from McCook Field, Dayton, O. Pilots from Chanute Field, Rantoul, Ill. were Lieut. Yeager, pilot, with Lieut. Perry Wainer, passenger, in a DH and Lieut. Hart in another. Lieut. Hawkins, piloting a DH en route to Selfridge from Chanute was forced down at the Ford Airport in Detroit because of a burnt out generator. Lieut. Goddard from Wright Field, Fairfield, Ohio, arrived in a DH and Lieut. Steel, from Aberdeen, Md. arrived in a Curtiss Bomber. Lieut. Turner, pilot, and Sgt. Cole, passenger, in a Douglas plane on an extended cross-country from Fort Crockett, Galveston, Texas, remained at Selfridge for the Circus. Major Spatz, formerly Commanding Officer of the 1st Pursuit Group, and now on duty in Washington in the Office, Chief of Air Corps, started for Selfridge but due to heavy fog was forced to remain at Cumberland, Md.

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AIR CORPS OFFICER PARTICIPATES IN HEROIC RESCUE

General Orders recently issued by the Commanding Officer of Fort Moultrie, S.C., commends the prompt and courageous action taken by Captain Gilmer M. Bell, 8th Infantry, and 1st Lieut. Alfred I. Puryear, Air Corps, in saving the life of Mrs. Joseph Mische on the morning of October 3rd, stating that same is in keeping with the standards and best traditions of the service.

Mrs. Mische, in company with her husband, Private Joseph Mische, Detachment Service Company, 8th Infantry, and small child was in bathing in the surf in front of Quarters 16 at about 10:00 A.M., Sunday, October 3rd, when a strong undertow running at that time caused her to become exhausted. Private Mische, who is not a strong swimmer, carried the child to the beach and ran for help. Hearing his cries, Captain Bell and Lieut. Puryear, the latter a visitor at the post, ran out onto the beach from quarters and swam out toward the exhausted woman, who was by that time sixty yards or more from shore. Major Wm. J. McCaughey, 8th Infantry, secured a rope and taking it to the scene passed it to Captain Bell and Lieut. Puryear and then, assisted by Captain Ernest Samusson, 8th Infantry, succeeded in launching the life saving boat of the local Coast Guard Station. Meanwhile, however, through the efforts of Captain Bell and Lieut. Puryear, Mrs. Mische was brought ashore and to safety.

In forwarding a copy of the General Orders, above referred to, to the Chief of Air Corps, Lieut.-Col. R. John West, Commanding Officer of Fort Moultrie, states:

"To the commendation expressed in the order I wish to add the statement that Lieut. Puryear, after taking the most active part in the rescue, disclaimed any credit for his work. It is my belief that but for Lieut. Puryear's prompt and courageous action, the efforts of the other officers would have been unsuccessful."

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R.O.T.C. TRAINING ACTIVITIES ON PACIFIC COAST

The R.O.T.C. Camp held at Rockwell Field, Coronado, Calif., for the period June 18th to July 29th last, was attended by 35 students from the University of California and 11 students from the University of Washington. The personnel of the 91st Squadron acted as instructors, supplemented by five Air Corps Reserve Officers, who were on active duty during the first half of July.

A noncommissioned officer with a distinctive arm band was stationed at the Ferry Building, Coronado, and as students reported they were each given a copy of instructions for reporting. Trucks left the Ferry Building each hour for transportation of students and their baggage. To provide for students arriving by automobile, the marine guard at the entrance to North Island was provided with sufficient copies of instructions to provide for these.

Students first reported at the office of the Post Quartermaster, where the Camp Supply Officer issued clothing. After changing to uniform and having been

inspected for fit, the students reported to Camp Headquarters for tent assignment. They next went to the Camp Supply, drew bedding and under supervision arranged their tents to conform with the model tent. From there students reported to the hospital for physical examinations.

The opening lecture was held at 4:10 P.M. June 18th. Students were divided into flights, flight leaders appointed, and the schedule and regulations were explained. Instruction commenced the following day, and followed a regular schedule, comprising various flying problems, aerial gunnery, aerial photography, map reading, sketching, buzzer work, radio, navigation, care and use of instruments, meteorology, Air Corps Organization and Administration, shop work, pistol firing, etc.

A live parachute jump was staged on June 21st to demonstrate the method of leaving the plane and landing. An aquaplane party was arranged for the students on June 23rd. Arrangements were made for the use of the gymnasium at the Naval Air Station and also the use of the tennis courts, handball court, baseball diamond and Officers' Club at Rockwell Field. The trucks for Tent City were always filled with swimming enthusiasts throughout the camp.

Beginning June 28th the students were detailed to give calisthenics under the supervisor of an officer.

During the meteorology lectures on July 1st Captain Lowell H. Smith lectured to the students concerning the meteorological conditions encountered on the Round-the-World Flight.

In addition to the flying scheduled for July 6th, the students were given a 30-minute flight in a Martin Bomber, through the courtesy of the Commanding Officer, 2nd Marine Aviation Group.

On July 15th the entire class made a trip on the USS Langley, the airplane carrier. A day was spent at sea, during which time about 45 deck landings were witnessed. The students were also conducted on an inspection tour of the ship.

Although the University of California students proved to be more expert in the art of playing indoor baseball, swamping the Washington University boys in both games by the scores of 32 to 0 and 9 to 0, the latter proved their superiority on the pistol range. All of them qualified, two of the eleven as experts, three as sharpshooters and the remaining six as marksmen. The University of California students qualified 74.3%, three of the 35 as experts, five as sharpshooters and 18 as marksmen, nine men failing to qualify.

On July 24th a track meet was held, California winning by 30 points to 22 points. In the competition for the cup donated for Major H.C.K. Muhlenberg, Air Corps, the result was as follows: California, 17 points; Washington, 8 points.

Lieut.-Colonel Harry Graham, Commanding Officer of the Rockwell Air Intermediate Depot, in commenting on the ROTC Camp, states that in his opinion it was successful in every respect. The students appeared to be exceptionally active, intelligent and earnest workers and this fact, combined with the close attention to duty of the Camp Commander and his assistants, leads him to believe that the returns to the Government cannot be measured in dollars alone.

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THE FLIGHT OF THE TC-5 FROM LANGLEY FIELD TO SCOTT FIELD. ✓

The flight of the airship TC-5 from Langley Field to Scott Field and return demonstrated that the TC type non-rigid airships are of such construction that they can be flown under any weather conditions except when there is such a strong head wind that no headway can be made.

The airship left Langley Field, Va., on September 1st at 7:00 P.M., on a cross-country flight to Scott Field, Ill., by a direct air line over the Allegheny Mountains to Fairfield, Ohio. The crew for the flight were 1st Lieut. Wm. A. Gray, commanding; 2nd Lieut. Benjamin T. Starkey, Warrant Officer Robert E. Lassiter, Technical Sergeant Chester H. Johnson and Staff Sergeant Ralph E. Quinn. Three hours after leaving Langley Field the airship began passing through local thunder showers which gradually increased in velocity.

As the airship reached the Allegheny Mountains a terrific wind squall accompanied by heavy rain and severe lightning was encountered at about 1:00 A.M. The airship was then at an altitude of 6,000 feet and in a heavy cloud bank with lightning flashing all around the ship. The velocity of the wind was so great that no headway was made for over four hours. It was estimated that the ship was thrown upwards more than a thousand feet almost instantaneously in these air currents. The valves of the ship took care of this increased pressure very nicely, as on an inspection after the flight it was found that only the rip panels were

leaking slightly. Gradually the clouds disappeared and a heavy downpour of rain followed, which drenched the crew, car and envelope. At dawn the airship was sailing along serenely above a solid bank of white clouds at an altitude of 5,000 feet. A break in these clouds was finally located and the airship descended and was found to be in the foothills of West Virginia, where at about 8:00 A.M. the exact position was located as Parkersburg, West Va. The airship had left Langley Field with 400 gallons of gasoline with the expectation of arriving at Fairfield about 7:00 A.M. At eleven in the morning it was seen that the gasoline was running low and a landing was made with the help of five men at Washington Court House, Ohio. In a few minutes sufficient help had arrived to hold the ship. Gasoline was taken aboard and the ship proceeded on its way, arriving at Fairfield at 1:30 P.M.

At Fairfield 15,000 cubic feet of Helium and 400 gallons of gasoline were taken aboard. The Service Squadron at this Field very thoughtfully had a hot dinner for the tired crew, and at 5:30 P.M. the ship left for Scott Field, passing Indianapolis about 8:00 P.M. Another series of thunder showers with lightning were encountered, and the course of the ship was changed so as to run around these storms. At daybreak on the morning of September 3rd the airship was at Alton, Ill. over the Mississippi River, and Scott Field was reached at about 6:00 A.M. The tired crew after thirty-six hours without sleep were a happy lot when they saw their ship berthed in the hangar there.

The Scott Field personnel immediately went to work on the ship, changing motors, repairing fabric, and making necessary inspections to prepare the ship for its return flight. The thoroughness with which the work was done speaks highly for the efficiency of that Field.

On September 11th the airship left Scott Field at 9:30 A.M., and after bucking a head wind arrived at Fairfield at 4:00 P.M. Gasoline was taken aboard, and it was decided to fly the Model Airways course east, leaving Fairfield at 5:30 P.M. Columbus, Wheeling and Uniontown were passed, and at 2:00 A.M. the mouth of the Potomac River on the Chesapeake Bay was reached. The course was then changed south, and the TC-5 arrived at its hangar at 4:00 A.M., thus making the return flight from Scott Field to Langley Field in about 17 hours' flying time.

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LIEUT.-COL. CULVER ASSUMES COMMAND OF LANGLEY FIELD

Lieut.-Colonel C.C. Culver, formerly Commanding Officer of Kelly Field, Texas, arrived at Langley Field September 13th and took command of the field the following day. Major Oscar Westover, whom Col. Culver relieved, was in command of Langley Field since January 4, 1924. He will remain at Langley Field as a student at the Air Corps Tactical School. A formal dance and dinner was given at the Officers Club on September 24th in honor of both the new and retiring commanding officers.

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AIRSHIP RS-1 FLIES TO DETROIT By the News Letter Correspondent

The airship RS-1 shook her handling guys free of the Scott Field landing party and nosed her ponderous way through the calm, cloudless sky, en route to Detroit on September 17th last.

It was the intention of Lieut.-Col. John A. Paegelow, Commanding Officer of Scott Field, and 1st Lieut. Orvil A. Anderson, Commander of the RS-1, to reach the Ford Airport at Dearborn, Mich. on Saturday morning and there test the mooring mast. After this the big airship was to make her appearance at Selfridge Field, returning to the mast for the night. Bright and early Sunday morning it was planned to leave for Chicago and thence to Scott Field, but alas for "the best laid plans of mice and men".

The first part of the program proceeded almost without incident. Throughout the calm moonlit night the RS-1 pushed her way along her course at an average ground speed of 38 miles per hour, both motors running at half speed. When the first light streaks of dawn appeared on the horizon there before us lay Dearborn and the mast.

After a bit of delay, during which Mr. Von Thaden, balloonist extraordinary, summoned the aid of a small landing crew, the signal was displayed from the mast and the RS-1 prepared to land. Although her yaw cables did not reach the ground, she

and her only connection to things terrestrial was through the main cable from flower pot to cup, extremely skillful handling on the part of her commander and crew soon had her reposing peacefully at the mast, like some giant fish nibbling a lily stalk.

Mr. Henry Ford and other notables were on hand as a reception committee, and as they junctioned in this capacity with Col. Paegelow, the crew replenished the fuel and ballast supply so that soon all was in readiness to continue the flight.

The first fly in the ointment came in the form of a very unfavorable weather report showing thunderstorms approaching Scott Field and threatening to cut off a safe return. En route to Selfridge Field the weather was cursed and discussed, and it was decided to return the RS-1 to her native hangar as soon as possible.

With this idea in view, our stay at Selfridge Field was prolonged just enough to change the oil in the motors. Then, with Colonel Paegelow remaining to see the Air Circus, the RS-1 began her return trip. This trip proved uneventful, and at 2:15 Sunday morning the airship once more settled gently into the hands of her own landing party and the flight was over.

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IMPROVEMENT OF HOUSING FACILITIES AT FT. SAM HOUSTON AIRDROME ✓

Much activity is now centered upon the improvement of buildings and housing facilities for the personnel of the 2nd Division Air Corps at the Fort Sam Houston Airdrome, which upon arrival there on June 23rd last were very poor and inadequate. A new officers' mess building is now under erection and is nearing completion, filling a long felt want, as most of the officers on the post are unmarried or else living in the City of San Antonio - too far to go home for lunch and return for the afternoon duties. An officers' lounging room will be attached to the dining room, and as the building is very close to the hangars this arrangement is expected to prove quite convenient.

A Headquarters building, large enough to accommodate all sections of the 2nd Division Air Corps, First Photo Section and 12th Observation Squadron, Operations Office and Surgeon's Office, is being reconstructed from an old building formerly used as married enlisted men's quarters of the old Remount Station. This building has been moved to within about 40 yards from the line of hangars and flying field and will add to time saving, convenience and centralization of all activities of the station. A large garage for the housing of all motor vehicles is also under erection, with the assistance of the 2nd Engineers at this post. A Recreation and Reading Room for enlisted men is now nearing completion, so that by the time the "northers" start blowing - which sometimes happens in this land of perpetual sunshine - everybody will be quite comfortable.

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NOTABLE FLIGHTS BY FRENCH PILOTS

Lieut. Challe and Capt. Weiser, who recently made an unsuccessful attempt to beat the world's record for long distance non-stop flights, have at last succeeded. Leaving LeBourget in a Breguet XIX A2 biplane (500 H.P. Farman) on August 31st, they flew to Bandar Abbas, on the Persian Gulf, without a stop. The total distance flown being about 3,250 miles, this easily beats Girier's Paris-Omsk record of 2,947 miles.

On September 10-11 Lieuts. Girardot and Cornillon accomplished a fine non-stop night flight in a standard Breguet XIX A2 (450 H.P. Lorraine-Dietrich). They left LeBourget at 7:35 P.M. and landed at Rabat (Morocco) at 6:00 A.M. the following morning. During the flight they were in wireless communication with the stations of Viry, Bordeaux, Toulouse, Algiers and Casablanca.

Capt. Rignot and Adj. Rossy left LeBourget at 6:00 A.M. on September 12th and made a non-stop flight to Athens, where they arrived at 4:30 P.M. The total distance of 2,100 kms. (1,300 miles) was covered at an average speed of 200 K.P.H. (about 124 M.P.H.) -- Flight.

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TRAINING CAMP FOR LIGHTER-THAN-AIR OFFICERS

A training camp for lighter-than-air reserve officers residing on the Pacific coast was held at Ross Field, Arcadia, Calif., from August 1st to 15th, and was attended by 7 officers of the 49th Balloon Group, O.R., and 6 officers

attached. The following reserve officers were in attendance: Lt.-Col. Harry H. Blee, Majors Ford A. Carpenter, Chester L. Magee; Captains John H. Hoepfel, George Guppy, Morris L. Boxel, John C. Bryan; 1st Lieuts. Wm. F. Carroll, Lloyd E. Graybiel, R.F. Hatcher, Morton S. Martin; 2nd Lieuts. Marion H. Dodd and Edward W. Gillis.

First Lieut. John P. Temple, Air Corps, was assigned as camp commander, and 1st Lieut. Warren C. Rutter, 3rd C.A., assistant.

The training and instruction given embraced physical training, infantry drill (without arms), laying out and inflation of balloons, free balloon including solo flights, practice in spotting simulated active hostile batteries and adjustments of artillery fire, brief lectures on aircraft and meteorology, and pistol practice.

The free ballooning consisted of 11 flights aggregating 19:08 aircraft hours and 73:16 man hours. All officers in training participated in these flights, Lt.-Col. Blee, Captain Boxell, Lieuts. Hatcher and Martin piloting. Solo flights were made by Lieuts. Dodd and Graybiel, the latter officer qualifying as Balloon Pilot.

Lt.-Col. Blee delivered three lectures on the following subjects: "The Airplane in Commerce and Industry", "Development of the Parachute and its Application to Different Types of Aircraft" and "The Airship and its Future Use as a Commercial Carrier". Major Carpenter delivered three lectures on the subjects of "Structure of the Atmosphere", "Clouds and Their Meaning to Air Pilots" and "Upper Air Research and Flying Weather". A lecture on "Positive Intelligence" was delivered by Lieut. Carroll.

The training schedule included a trip to Mt. Harvard and Mt. Wilson, where an inspection of the observatory and a talk on astronomy by the faculty were added and interesting features.

A good mess was provided. Available quarters on the post were comfortable and adequate, and all arrangements were satisfactory.

The Commanding Officer of the Camp stated that while the number of officers in attendance fell a little short of expectations, there was ample compensation in the zeal and enthusiasm of those present, and the good results attained.

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MAJOR CLAGETT GOES TO THE PACIFIC COAST

Major H.B. Clagett, Air Corps, until recently Commanding Officer of Bolling Field, D.C., assumed his duties as Air Officer, 9th Corps Area, Presidio of San Francisco, Calif., succeeding Brigadier General Frank P. Lahm, who left San Francisco August 29th to take over his new duties at Duncan Field, Texas.

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RESERVE OFFICERS TRAINING CAMP AT ROCKWELL FIELD

Coincident with the maintenance of the R.O.T.C. Camp at Rockwell Field, Coronado, Calif., a training camp for Air Corps Reserve Officers was held at that field from July 18th to August 1st, a total of 80 officers and 7 enlisted men attending, representing ten reserve units. Of these 80 officers, 7 were Airplane Pilots, 55 Junior Airplane Pilots, 4 Observers and 14 Non-flyers. The ten units were divided into two groups of five units each, Group "A" comprising Hq. 329th Observation Group, 477th Photo Section and the 440th, 441st and 514th Observation Squadrons, and Group "B" the Hdqrs. 340th Observation Group, 367th Photo Section, the 381st Service Squadron and the 367th and 368th Observation Squadrons.

Of the rated pilots attending the camp, 49 were soloed on service type airplanes. With the exception of Saturdays and Sundays, each day was divided into three periods. The first period (20 minutes) 6:20 to 6:40 A.M. was devoted to calisthenics. Of the other two periods, 8:00 A.M. to 11:30 A.M. and 1:00 P.M. to 4:30 P.M., one was devoted to squadron duties and the other to flying. On the first Saturday of the training camp, all of the officers participated in pistol practice, trap shooting and machine gunnery. On the following Wednesday morning Group "A" participated in record pistol practice while Group "B" made a tour of inspection of the Rockwell Air Intermediate Depot and the Naval Station. Wednesday afternoons were devoted to competitive athletics arranged by the Athletic Officer.

One period of 3½ hours was devoted to lectures on mobilization training, parachute, explanation of the latest types of bombing equipment and explanation

of the operation and installation of SCR 134 Radio equipment. Towards the close of the camp a period of four hours was devoted to cross-country flying with DH airplanes for advance stage. On the day preceding the closing of the camp all the pilots indulged in competitive flying practice within each group between squadron teams for take-offs, 3-point landings, spins, eights, and five-plane V formation changing to echelon. The afternoon period was devoted to competitive flying between the two groups in the different maneuvers practiced during the morning period.

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1180-MILE NON-STOP FLIGHT IN A LIGHT PLANE. ✓

An outstanding accomplishment for light airplanes as regards distance covered, average speed and low fuel consumption was recently credited to Lieut. Jira, a well known Czecho-Slovakian pilot. On August 31st he flew an Avia BH-9 plane, powered with a 60 H.P. Walter air-cooled radial engine, from Prague, Czecho-Slovakia, to Paris, France and back to Prague, a distance of 1,180 miles, in 13 hours and 43 minutes, or at an average speed of about 86 miles an hour.

Leaving the Prague airdrome at 4:50 A.M. he passed over the LeBourget airdrome near Paris at 11:20 A.M. and then without landing immediately turned homeward and arrived in Prague at 6:33 P.M.

When the Avia BH-9 took off from Prague it carried approximately 85 gallons of gas and approximately 6 gallons of oil. The total weight of the machine ready for flying was 1,653.75 lbs. The total fuel consumed during this non-stop flight was approximately 69 gallons of gas and a little over two gallons of oil.

The Avia BH-9 is used in the Czecho-Slovakian Army Air Service as a two-seater school plane, and the flight of Lieut. Jira forms an excellent demonstration of the efficiency of this little low-wing monoplane.

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CALLIZO ECLIPSES OWN ALTITUDE RECORD

The French pilot Callizo who holds the world's altitude record was not content with the mark of 39,586 feet which he established on October 10, 1924, at Villacoublay, France. Latest advices are to the effect that the Federation Aeronautique Internationale has officially confirmed the altitude record of 14,442 meters, (47,370 feet) attained by Callizo on August 30th last.

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OHIO RESERVE OFFICERS ORGANIZE

The Reserve Officers of Greene County, Ohio, recently met at the American Legion Hall at Fairfield, O. for the purpose of effecting a permanent organization. The following officers were elected: Lieut.-Col. T.E. Andrews, Infantry Reserve (Xenia), President; Capt. John H. Honaker, Infantry Reserve (Fairfield), Vice President; 1st Lieut. Walter M. Moore, Air Corps Reserve (Osborn), Secretary-Treasurer.

There are about 76 Reserve Officers in Greene County, the following arms of the service being represented: Air Corps, Quartermaster Corps, Infantry, Cavalry, Field Artillery, Coast Artillery, Medical Corps, Dental Corps, Veterinary Corps, Medical Administrative Corps, Finance Dept., Adjutant General's Dept., Engineers, Signal Corps and Chaplains. Several of these have only one representative, most of the Reserve Officers being assigned to the Infantry, Quartermaster Corps and the Air Corps.

All Reserve Officers who had not already joined were urged to become members of the State and National Reserve Officers Association for more effective service.

The Greene County Association expects to hold banquets or get-together meetings at Xenia, or elsewhere, once a month during the fall and winter, beginning in October

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ALL O-2 AIRPLANES DELIVERED VIA AIR

Delivery to the Army Air Corps of seventy Douglas O-2 Observation airplanes, manufactured by the Douglas Company, Santa Monica, Calif., was recently effected.

The outstanding feature of the transfer of these airplanes was the fact that none of them were delivered by rail, all of them being flown to their various

destinations. Army Air Corps pilots were sent to Santa Monica for the purpose of ferrying these airplanes to the various fields and stations to which they were allotted.

Many pilots who flew these Douglas airplanes eastward made the trip to the Pacific coast as passengers in other types of airplanes, while the remainder made the westward journey across the continent by rail. A number of officers who happened to be on leave of absence on the Pacific coast obtained permission to fly eastward in these new planes. It will thus be noted that the aerial journey across the American continent, in years past considered a remarkable achievement, has now become a commonplace occurrence.

While the delivery via air route of these airplanes has resulted in a considerable saving to the government in the matter of freight charges, the most important consideration was the saving in time effected. The flight across the continent in the Douglas plane was usually made in less than a week. Army Air Corps pilots who effected their delivery not only gained valuable experience in cross-country flying over a varied terrain and at different altitudes, but were able to familiarize themselves thoroughly with the handling of the new Air Corps observation airplane - the successor of the war-time De Haviland.

Delivery by air has also been effected of 15 out of 35 additional Douglas airplanes contracted for by the Army Air Corps with the Douglas Company.

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THE WORK OF THE SAN ANTONIO AIR INTERMEDIATE DEPOT. ✓

The Engineering Department of the San Antonio Air Intermediate Depot overhauled and repaired the following airplanes and engines during the month of August: Airplanes - 8 DH-4M-1, 1 TP-1, 2 VE-9, 1 PW-9, 4 DH-4M-2T, 5 PT-1, 1 DH-4M-2P, 4 Douglas O-2, 8 JNH, total 34; Engines - 29 Liberty, 13 Wright E, total 42.

The following is the tonnage report of the Depot for the 30 days ending September 15th:

<u>Outbound</u>	<u>No. of shipments</u>	<u>Pounds.</u>	
Freight	38	97,345	
Express	4	121	
Parcel Post	27	124	
Local Delivery	120	<u>198,512</u>	296,102 pounds
<u>Inbound</u>			
Freight	55	394,202	
Express	2	140	
Parcel Post	27	490	
Local Receipts	91	130,897	<u>525,729</u> pounds
Grand Total			821,831 pounds

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THE GOLF TOURNAMENT AT FAIRFIELD, OHIO.

Published for the benefit of no one, by that famous foursome, Johnny Farroll Greenslade, Bobby Jones Savage, Gene Sarazen Maitland and Walter Hagen Dunn.

The Annual Golf Tournament of this station started off on Monday, September 20, 1926 with the blare of the Field Service Siren, much weeping and wailing, and plenty of driving. Captain Thiessen, that famous starter, officiated and sent the players away in groups of threes and fours, assisted by some sarcastic remarks and wise-cracks from the gallery. Thousands were present - in fact on the 19th hole, players picked them off by the hundreds. The Surgeon pronounced them "chiggers".

The outstanding features of the play were:

- Pvt. McLelland's caddy.
- Capt. Laughlin catching a birdie on the longest hole - it must be that iodized salt he carried.
- The excellent refreshments furnished by the Post Exchange at the 10th hole.
- The introduction of Mr. Stymie by Major Robins, to the assembled players.

Lieut. Nutt seeing snakes --- we mean - KILLING snakes.
 Captain Miller reported having had something at the 8th hole.
 (did you confuse the 8th with the 19th, Captain?)
 Lieut. McCune's high-ranking caddy - or was he trying to figure
 the cost of defeat,
 Rouse's dash for home when the dewdrops fell.
 The handicapper not taking a handicap for himself.
 The downfall of Warrant Officer Smith.
 Lieut. McCune finding a birdie on the short hole.
 The absence of a caddy for First Sergeant Hart.
 (Some soldiers should prefer caddying to K.P. it seems)
 The presence of a Dodge car occupied by three angels along about
 the 13th hole on the first day of play.

Quite the outstanding feature of the Tournament was the entrance of the publishers of this news. These players were the only ones to appear properly dressed for a golf tournament. The starter noticed this and has recommended that they be given due credit. This foursome also were the only ones to have a gallery. Too much credit cannot be given this foursome for their persistency and stamina. Starting off last, these players continued on through the night and well up in the next day, stopping only when all the holes ran out, and there was nothing further to do. Part of the night was spent in looking for birdies. They were told before the start that for every birdie caught they would be given a golf ball. At the finish they were greeted by newspaper reporters and many photographers, and very reluctantly they posed.

Before the start each player was given a specific duty. Savage was appointed Night Watchman; Maitland, Ball Finder; Dunn, Queen of the May, and Greenslade, Jester to the Queen. All performed their duties very creditably throughout the Tournament.

At the 4th hole this foursome was running short of hooks, although they still had a fair supply of slices. One member of their gallery (the other one slept during his absence) was immediately dispatched to Captain Thiessen and returned with a supply of hooks. Captain Thiessen had difficulty in drawing these hooks from the Quartermaster and had to give his solemn promise that they would be returned at the end of the Tournament. With the arrival of the additional hooks the play was continued and at the 18th hole all hooks were turned in. Slices, being expendable, were not given much thought, and on each hole many of them were expended.

Little can be said of the play of these players - in fact, very little. One glance at the prize list should convince anyone. Three of the foursome received prizes, which is more than any other group in the Tournament received. A Conversation prize was given in the form of a derby. The derby, won by Lieut. Maitland, was presented to him by Greenslade, who brought it from Germany, and it is lighter-than-air. Its size is unknown, although Greenslade believes it to be 4 cm. It being lighter than air, it kept Maitland's head well up, thereby allowing him to be appointed as a Watch Tower for this foursome, to see over all hills and around curves.

The finish on 19th hole was won by Maitland, with one up and the other three down. For their efforts, this foursome has been presented with a Star coupe, provided the owner does not return for it.

Following is the prize list of the Post Championship Handicap Tournament:

<u>Prize</u>	<u>Position</u>	<u>Winner</u>
\$4.00 Merchandise	Medalist Qualifying Round	Lt. Bartron
\$4.00 Merchandise	Low Net Score Qual. Round	Major Robins
\$5.00 Mdse. & Name on Post Championship Cup	Winner of the Championship Flight	Capt. Laughlin
\$3.00 Merchandise	Runner-up Championship Flight	Lieut. McCune
\$5.00 Merchandise	Winner of Consolation Flight	Pvt. Grissom
\$3.00 Merchandise	Runner-up Consolation Flight	Lieut. Frierson
One Ball	5th Place - Qualifying Round	Lieut. McCune
One Ball	10th Place - " "	Lieut. Nutt
One Ball	13th Place - " "	Sgt. Pielmeier
One Ball	15th Place - " "	Sgt. Hadley
One Ball	20th Place - " "	Lieut. Maitland
One Ball	25th Place - " "	Lieut. Dunn

<u>Prize</u>	<u>Position</u>	<u>Winner</u>
One Ball	Last Place - Qualifying Round	Lieut. Greenslade
Three Balls	Birdie made on the longest hole during the entire Tournament	Capt. Laughlin
Two Balls	Birdie made on shortest hole during the entire Tournament	Lieut. Dunlap.

As a result of their prolonged study of this popular sport, the publishers beg permission to make a few pertinent and impertinent recommendations:

RECOMMENDATIONS

- (1) That more handicaps be available at the next tournament. There not being enough handicaps to go around, Capt. Thiessen could not enter.
- (2) That all greens be painted white and marked by beacons so they could be found at night.
- (3) That the Post Exchange be restrained from passing out free Cocoa Cola to exhaust players on the course. This retards the following players and tempts everyone to take practice swings on the empty bottles.
- (4) That Mr. Stymie be ordered off the Post.
- (5) That a full supply of hooks and slices be made available at each tee.
- (6) That a Board of Officers be appointed to investigate the cause of Lieut. Savage choking his clubs. His clubs are beginning to show the results of this continuous punishment and yesterday turned on Lt. Savage and seriously bruised his right arm. If this club continues to do this no doubt it will swing for it.
- (7) That the lie be eliminated from all further Tournaments. The publishers of this document were caught in several of these lies. On one occasion one player asked the other "How do you lie?" He replied "Very well, thank you", and proved it by saying "Seven" when it actually was "Fourteen".
- (8) That the approach be done in such a manner as to get on the green without the use of so many strokes.
- (9) That the cups be removed and G.I. cans be substituted.
- (10) That benches be provided at all tees, with running water - hot and cold.
- (11) That before any player attempts to hit a ball, he come to a full stop.
- (12) That tail and stop lights be provided for the publishers of this paper for night playing.
- (13) That a baseball game be held New Years Day for the benefit of the greens fund.
- (14) That these birdies they talk so much about be introduced into our game preserve, so that we may have a plentiful supply next year (who knows - they might go well on toast)

When bigger and better news is found this paper will publish it.

To date no one has been deprived of their senses as a result of the Tournament, nor has there been any casualties, barring the choking of a few clubs by Savage.

E. PLURIBUS UNUM.

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WAR DEPARTMENT ORDERS AFFECTING AIR CORPS PERSONNEL

Changes in Station: The following officers, upon completion of duty in Philippines, assigned to stations indicated: 1st Lieut. Mark H. Redman to Fairfield Air Intermediate Depot; 1st Lt. Stanley M. Umstead to Mitchel Field; 1st Lieut. Samuel P. Mills to McCook Field.

The following officers, upon completion of duty in Panama, assigned to stations indicated: Major Junius W. Jones to Langley Field; 1st Lt. Robert T. Zane to Kelly Field; 1st Lieut. James Flannery to 88th Squadron, Wright Field.

The following officers to proceed to foreign service duty: To Philippines, sailing about Dec. 22nd - Capt. Lawrence P. Hickey from Chanute Field, and 1st Lt. Donald L. Bruner from McCook Field; to Panama Canal Zone, sailing about March 2nd - Major Paul T. Bock from Chanute Field; 1st Lt. Malcolm N. Stewart from Fairfield A.I.D., and 1st Lt. Clarence F. Horton from Langley Field.

The following officers assigned to stations indicated upon completion of course at Advanced Flying School at Kelly Field; 1st Lts. Benedict A. Coyle and Clyde A. Kuntz to Kelly Field; 1st Lt. Arthur L. McCullough, 2nd Lt. Charles H. Caldwell to Mitchel Field; 1st Lt. Angier H. Foster, 2nd Lts. Wm. E. Baker, Earl W. Barnes, Robert W. Harper and Edgar T. Noyes to Fort Crockett, Texas; 2nd Lts. James M. Bevans and Russell E. Randall to Marshall Field, Kansas; 2nd Lieuts. Clifford P. Bradley and Wm. G. Plummer to Selfridge Field; 2nd Lt. Joseph C. A. Denniston to Maxwell Field, Ala.; 2nd Lieut. John H. Dulligan to Aberdeen Proving Grounds, Md.; 2nd Lt. Patrick W. Timberlake to Langley Field, Va.

The following officers detailed to the Technical School at Chanute Field to take aerial photographic course: 1st Lieuts. Harvey K. Greenlaw from Brooks Field, Guy H. Gale from Fort Sam Houston, Texas; Ulysses G. Jones from Bolling Field; Lloyd C. Blackburn from Langley Field and 2nd Lt. Harold G. Peterson from Chanute Field.

The following officers detailed to the Technical School, Chanute Field, to take course in communications: 1st Lt. Henry G. Woodward from Kelly Field; 1st Lt. Albert J. Clayton from Scott Field; 2nd Lt. Linus D. Frederick from Brooks Field and 2nd Lt. Ralph H. Lawter from Bolling Field.

1st Lt. Lester J. Maitland, Wright Field, assigned to duty in office of Hon. F. Trubee Davison, Assistant Sec. of War, Washington, D.C.

Orders relieving Capt. Robert L. Walsh from duty in Office, Chief of Air Corps, Washington, and assigning him to Langley Field, revoked.

Orders assigning Lt. H.S. Vandenburg, Fort Crockett, to Panama, revoked.

2nd Lt. Harold C. King, Mitchel Field, assigned to Panama, sailing Dec. 2nd.

1st Lieut. Roscoe C. Wriston, Fort Sam Houston, assigned to Kelly Field.

1st Lieut. Vincent J. Meloy, on duty at Nashville with Tenn. National Guard, assigned to duty in Philippines, sailing about Dec. 22nd.

Capt. Wm. F. Donnelly, Instr. Indiana National Guard at Kokomo, Ind., assigned to Chanute Field for duty.

1st Lieut. Harry G. Montgomery, on duty in Office, Chief of Air Corps, Washington, D.C., assigned to duty at Fairfield Air Intermediate Depot.

1st Lieuts. Alonzo M. Drake, Malcolm S. Lawton, Cortlandt S. Johnson and Capt. Morris Berman, on duty in Office, Chief of Air Corps, Washington, assigned, with the exception of Lt. Johnson, to Fairfield Air Intermediate Depot; Lt. Johnson to McCook Field.

Capt. Robert G. Ervin, 7th Corps Area, Ft. Omaha, Neb., assigned to duty in Office, Assistant Secretary of War, Washington.

1st Lieut. Ray G. Harris, upon completion tour of foreign service, assigned to Middletown, Pa. Air Intermediate Depot.

1st Lt. A.R. McConnell, Langley Field, assigned to Marshall Field, Kansas.

1st Lieut. John M. Davies, Langley Field, assigned to Minneapolis, Minn. for duty with 88th Division, Organized Reserves.

2nd Lt. Henry R. Baxter, Mitchel Field, to Brooks Field, Texas, for training.

2nd Lieut. Fred A. Ingalls relieved from Walter Reed General Hospital and to duty at Scott Field, Ill.

Warrant Officer Leland Bradshaw, Langley Field, assigned to Technical School at Chanute Field for course of instruction in armament.

Capt. Walter Bender, Ft. Sam Houston, Texas, assigned to Mitchel Field.

1st Lieut. Earl S. Schofield, Scott Field, assigned to duty at Langley Field.

Major George E.A. Reinburg, Chanute Field, assigned to duty at Hdqrs., 7th Corps Area, Omaha, Nebr.

2nd Lieut. Leslie A. Skinner, Scott Field, assigned to Langley Field.

First Sgt. Samuel L. Pierce, 46th School Squadron, Brooks Field, Texas, placed upon retired list.

Transfers: 2nd Lieut. Vincent J. Esposito to Corps of Engineers and for duty at Fort Dupont, Del.

2nd Lieuts. Turner A. Sims and Robert E.M. Des Islets relieved from training at Brooks Field and attached to 2nd Division, Ft. Sam Houston, Texas, for duty.

Details to Air Corps: 2nd Lieut. Wm.L. Howarth, Cavalry, detailed to Air Corps and assigned to Brooks Field, Texas, for flying training.

Appointments: Major Frank M. Andrews designated as Commandant, Air Corps Advanced Flying School, Kelly Field, Texas.

Major Walter H. Frank designated as Asst. Commandant, Air Corps Tactical School, Langley Field, Va.

Resignation: 2nd Lieut. Gordon T. Waite.

Reserve Officers ordered to active duty for 15 days: At Fairfield A.I.D., Oct. 3d, 2nd Lt. Russell S. Ryan; Oct. 17th, 1st Lt. Alexander Tolchan - at McCook Field, Dayton, Ohio, Oct. 3rd, 2nd Lt. Harlan Y. Smith; Oct. 10th, Captain L. McC. Young - at Rockwell Field, Calif., Oct. 17th, Capt. Porter S. Stover - at ~~Middletown~~ Air Intermediate Depot, Oct. 3rd, 2nd Lt. Herbert Roy Hare - at Langley Field, Va., Sept. 1st, 2nd Lt. Fowler W. Barker - at Mitchel Field, Oct. 1st, 1st Lt. Arthur W. Williams - at San Antonio Air Intermediate Depot, Oct. 3d, Capt. George R. Gaenslen.

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NOTES FROM AIR CORPS FIELDS

Camp Nichols, Rizal, P.I., August 7th.

The most important event during July was the inspection by Major General Fred W. Sladen, the new Department Commander. The many hours of hard work put out by all organizations at Camp Nichols certainly produced results, and the post was spick and span when the General arrived at exactly the hour announced on the morning of July 24th. A review and inspection of troops was the first event, after which a very thorough inspection of all buildings and activities of the post was made. Judging from the remarks made by the members of the inspection party and the fact that the following Monday was declared a holiday, Camp Nichols made an exceptionally good impression.

The Amphibians are now completed and making daily flights. A long series of tests are to be made with these ships.

The rainy season this year was unusually mild, and with the recent improvements made of the field there were very few days when flying was impossible.

Headquarters 4th Composite Group: The month started off with a bang - all reports due, pay day on top of that, and to cap things off the Transport, SOMME, arrived with about 50 Air Corps men aboard. This organization, however, was allotted only one Noncom - "Alex" Grant from Maxwell Field, Ala. - who as far as we have been able to observe runs true to the old Southern traditions with his Alabama drawl and his You-uns and we-uns, etc., etc. From the casuals who arrived the organization received only one.

After the mad rush, when everything had quieted down, more or less, we resumed the regular routine camp life, with full field equipment inspections to break the monotony and a dash of "Blanco-ing" to liven things up a bit. Now that the rain has set in for the long steady pull, we hear again the "Sweaters" beseeching the Rain Gods to strut their stuff at Revéille and Retreat, daily.

28th BOMBARDMENT SQUADRON.

The Squadron in the past two weeks was a scene of unusual activity. Lawns were trimmed till they look like an imported Bokhara rug, trees were trimmed and whitewashed, yards of hedges planted, ships painted and varnished until they looked like a silver dollar just out of the mint, and during our off time the floors in our barracks were scrubbed until they looked like a white sheet. The soldier's friend "Blanco" was also introduced and when we had nothing else to do, our pack equipment was blanched, eyelets and brass on pistol belts, haversacks, etc., were polished and cleaned.

The cause of all this excitement and hub-dub was the expected inspection of the Commanding General of the Department, and on Saturday morning July 24th, we passed review, and stood inspection both on the field and line. The result of the inspection is as yet not known, but judging from the broad smile all of our officers are wearing and the special Holiday on Monday declared by the Commanding Officer of the Post, the squadron as part of the Post must have passed with flying colors.

Lieut. H.K. Ramey, in taking off NBS-1 No. 4, had barely cleared the field when one of his motors cut out and he was forced to land in a rice paddy. The rice paddy in question was surrounded on three sides by Bamboo trees and brush and on the other side by a swamp. The plane was completely washed out, but the pilot and mechanics (Sergeants R.R. Billingsley and J.A. Graham) escaped without injury outside of a bad shaking.

Lieut. B.E. Gates, in landing NBS-1 No. 6, hit one of the softest spots on the field and turned it on its nose. The pilot and crew chief suffered no injury, but the fenders and one prop of the plane were badly damaged. Staff Sgt. Fred Chance, crew chief on the ship, was seen to wear a long frown on his face, as he considered his ship the best looking one on the field, but he says that in a couple of days it will be in commission once more and that his ship will still be the "Beauty" of the field.

"B" Flight, 2nd Observation Squadron: Lieut. Ames S. Albro transferred to "A" Flight at Kindley Field, "B" Flight losing one of the best Commanding Officers it ever had. He always had the welfare of his organization at heart, and we appreciate all of his efforts to improve conditions. It was not easy to see him go. We wish him all the good luck there is. First Lieut. Clements McMullen is the present Flight Commander, relieving Lieut. Albro. According to the consensus of opinion, an MB-3 with Lieut. McMullen at the helm looks like a combination pin-wheel and sky rocket. He certainly does his best to go in all directions at once.

Hangar No. 62 was completed and assigned to the organization the first of the month, making a total of four hangars on the field. A basket ball court in the south end of the hangar affords an indoor place for workouts and games.

66th Service Squadron: The Engineering Section completed the unpacking, setting up and testing of one COA-1, and the second one is rapidly being assembled. The pilots are enthusiastic over the Amphibian's performance on land and water and much interest is being exhibited throughout the shops where these planes are being turned out. Blue prints and instruction slips are much in evidence, and the top side down motor installation is creating considerable comment.

The July sailing of the Transport, SOMME, carried away many familiar faces from the shops and left many vacancies hard to fill. All Departments were depleted, and practically a new organization was necessary. With four DH-4B's in the sub-assembly, all other Departments are working at full speed to be ready when these ships reach the Final Assembly. Our Chief Engineer Officer, Lieut. Edward M. Powers, lost his Assistant Engineer Officer Lieut. Walter K. Burgess through the departure of the Transport, SOMME, and with the Engineering Department, Cost Department, Test Pilot and numerous boards, Lieut. Powers is working at top speed daily, but is never too busy to give his personal attention to the problems that arise. His cheerful interest in the personnel has served to maintain a high morale thruout the Department.

Much favorable comment was received on the appearance of the shops at the recent Department Commander's inspection and the commendation of the Engineer Officer was richly deserved by the entire shop personnel. The Engineering Department's ship "Old Faithful" Number Thirty-one was retired after long and faithful service, and its passing was a matter of regret by all who had flown in the faithful old bus. Many recruits had their first experience in the air in it, and many old timers owe their flying time hops to "Old Faithful" during the past two years.

The Station Supply, under the efficient management of Lieut. W.A. Martenstein and his able assistants, accomplished a complete inventory of stock, and the personnel now is prepared to give positive information as to the material on hand. This contributes in no small way to the efficiency of the Engineering Department, and Lieut. Martenstein and his crew deserve all the commendation that has been expressed by the Engineering Department and other patrons of the Station Supply.

The Parachute Department, transferred to the Service Squadron and now functioning as an auxiliary to the Engineering Department, under the direction of Master Sergeant E.H. Nichols, is operating at its usual high efficiency.

Clark Field, Camp Stotsenburg: Three additional PW-9's have been set up and tested, which gives a total of six in commission. The faithful old MB's now on hand have just about reached the end of their usefulness and we now use them only in the formation work around the airdrome.

Mr. J.T. Williams, Jr., Chief of Staff of the Hearst Syndicate, visited this field recently and got a great deal of enjoyment out of the flight from Camp Nichols. He stated decidedly that there is only one way of making a survey of the Philippine Islands and that is by airplane.

Lieut. John A. Kase received orders transferring him to Camp Nichols, and the Pool and Poker Club are mourning the loss of the Club President, Secretary and Treasurer. We hate to lose old John, as he also plays a pretty decent brand of golf - at times.

Speaking of golf - cow pasture pool is rapidly becoming our favorite outdoor pastime. We have 13 officers here on duty at Clark Field and every afternoon at 1:30 you can find 3 foursome ready to tee off. Every now and then we are able to pry Bobzien loose from his afternoon siesta - and you know Bobzien.

The total flying time for the month was - Aircraft hours: 158 hrs. 10 min.; man hours, 228 hrs. 50 min.

Kindley Field, Fort Mills, P.I.: On July 1st the Army Transport SOMME, was welcomed by a formation of three seaplanes off Fortune Island. Capt. Knight, Lieuts. Umstead and Mollison piloted, with Major Aurand, O.D., Lieuts. Thomas and Finley as observers. Lieut. Redman, with Corp. Sweeney as radio operator, accompanied the flight and established communications.

The Transport, SOMME, on her return trip July 15th carried Master Sgt. Wiseman, Staff Sgt. Kraft and 17 enlisted men from this station.

Following an inspection July 2nd by the Commanding General, Philippine Department, all officers and ladies of the post attended a reception given in honor of General Sladen at the Topside Corregidor Club.

Capt. White, M.C., Flight Surgeon, left for his new station at Camp Stotsenburg, Capt. D.W. Sullivan, M.C., replacing him as Post Surgeon.

Lieut. Albro reported for duty here July 7th and assumed the duties of Operations Officer and School Officer.

Mr. Harper, Chief Clerk in the Department Air Office, visited this field by seaplane on July 10th.

A 3-plane formation, carrying Gen. Caldwell, Capt. Knight, Lieuts. Albro,

Mollison and Mills, visited Fort Wint, July 13th. An inspection of defenses was made by the Air Corps officers in compliance with existing orders.

Lieut. S.P. Mills reduced our available equipment by one seaplane July 19th in what may be termed a fortunate accident, inasmuch as no serious injuries were suffered by pilot or passenger. Private Roy Adams received minor injuries. Rescue was effected by Lieut. Albro in another seaplane.

During the rainy season we are using the hangar tennis court as a means to secure prescribed and proper exercise. A plunge in the surf adds the finishing touch.

Officers are exhibiting keen interest in radio code practice. Some time each day is devoted to this work. To stimulate added interest, a buzzer line has been strung, connecting the various quarters. Anyone who cannot take ten words a minute is bound to miss some interesting conversation.

In preparation for the coming of the Amphibians, dollies have been built and all plans completed. Their arrival is anxiously awaited.

This month the Squadron received their reward for the season's athletic efforts in the form of championship cups in the Volley Ball and Indoor Baseball Leagues.

Wheeler Field, Schofield Barracks, T.H. August 15, 1926.

Various improvements under way at this station are progressing rapidly. The remote control radio station is about completed and the apparatus will shortly be moved in. This building is built of reclaimed lumber and is being constructed with concrete floors and stucco exterior. A staff officer of the Hawaiian Division recently described it as a "Swiss Chalet". Lieut. W.G. Smith, Radio Officer, is negotiating for mahogany furniture for the station. This office suggests a quiet bed-room suite.

It is reported that while listening in several nights ago at the new radio building, Lieut. Smith succeeded in tuning in a South African broadcasting station. Investigation proved that the chant was interference coming from the Korean laundryman in back of the radio station, and the tom-toms proved to be the carpenter finishing up the roof.

The officers' volleyball team is progressing nicely under the tutelage of Lieuts. Kemmer and Etheridge. Without them our handicapper could not function. The non-commissioned officers' team played several games last week with the "All Gooks", a more or less Honolulu aggregation, winning the majority of the games played. Shining lights on the N.C.O.'s team were identified as Acting Corporals John F. McBlain and John L. Davidson.

Staff Sgt. C.B. Guile, enlisted pilot from Crissy Field, reported to this station on the last transport and was assigned to the Radio Department.

Early this month Lieut. L.A. Dayton, Adjutant par Excellence, paid a surreptitious visit to I. Yamamota, Shoten, Clothing Sell (also Merchandise) and blossomed forth in a blue and white checked "coolie shirt" which he has been wearing assiduously. The original impressions opined that Lieut. Dayton made the investment with the idea that the shirt would keep him cool (he is a recent arrival), but this opinion was dissipated one blue Monday when an official Cadillac from Division Headquarters pulled up to the door of his office. With one deft motion our Adjutant flipped the waste basket to his head and went out at a dog trot, destination unknown, muttering what passed for Chinese. A perfect Houdini. Harried Adjutants take notice.

Missions this month included C.A.C. firing and practice and Infantry Liaison missions, and were taken by personnel as follows: C.A.C.: Aug. 2, Lieuts. Kemmer and Benson.-Aug. 3, Lieuts. O'Connell and M.J. Smith - Aug. 5, Lieuts. O'Connell and M.J. Smith - Aug. 7, Lieuts. P.H. Kemmer and Archer - Aug. 9, Lieuts. W.G. Smith and Etheridge - Aug. 10, Lieuts. M.J. Smith and Benson - Aug. 11, Lieuts. Kemmer and M. J. Smith - Aug. 13, Lieuts. M.J. Smith and Benson. Infantry Liaison: Aug. 2, Lieut. J.F. McBlain and Lt. Byrne, Inf.- Aug. 3, Lieut. J.L. Davidson and Lieut. Byrne, Inf.-Aug. 5, Lieut. Kemmer and Lieut. Davidson - Aug. 9, Lieuts. McBlain and Davidson- Aug. 11, Lieuts. McBlain and Davidson.

Trap shooting practice is being carried on daily. A team to attend the Maui County Fair will be selected from among the more promising of the local Nimrods. At present Captain Signer, our C.O., is shooting high and Lieut. Benson is shooting about the equivalent of "Little Joe" or "Snake Eyes". Lieut. Myron Wood broke out a Browning Automatic and succeeded in shattering 20. Lieut. Jack J. O'Connell finally managed to train his gun to jam every time a poor bird is thrown from the trap. He is so ingeniously convincing about it. Lieut. Archer tripped over his saber and broke ten birds with one shot. Lieut. C.M. Brown, now with the Hawaiian Air Depot, lived up to his reputation as a Supply Officer by stealing all the

shells during one lively skirmish. Under the direction of Lieut. J.L. Davidson, Pvt. Hoogenboezen of the Armament Department has achieved a new type of trap gun for his mentor. Lieut. Davidson claims 27 out of 25 birds. Patent Office attaches are attempting to trace Lieut. Davidson's ancestors to the A.A. forces. Doc. Shook, sometimes "Snooks", put in an appearance carrying his trusty hypodermic needle, but was ruled out.

"Strongheart" Kemmer is doing a daily Marathon between the field and his quarters and has gained 15 pounds in 15 days. Olympic heel and toe records are not in jeopardy.

Sgts. McCaghren and Guile and Private Durham are members of the Schofield Baseball team which is playing the Honolulu Sector team for Army Championship of the Rock.

Headquarters, 2nd Div. Air Corps, Fort Sam Houston, Texas, Sept. 10th.

Activities of this station in connection with training of Air Corps Reserve Officers from this Corps Area, numbering sixty-two, divided into three classes and covering a period of forty-five days, were successfully completed on August 30th, - the only incident which cast a shadow upon the otherwise happy conclusion being the death through airplane crash of Flying Cadet Durand C. Bazire, Air Corps, on August 18th.

Captain Walter Bender, who recently returned from one month's leave of absence, assumed command of this organization during the absence of Major John N. Reynolds, A.C.

Regular routine work has now been taken up by this station in the form of a cross-country flight to Fort Ringgold, Texas, by 1st Lieut. L.D. Weddington, A.C., and Staff Sergeant Fred I. Pierce as Pilots and 1st Lieut. G.H. Gale and Private 1st Class Eme as Observers and Radio Operators. The mission was for the purpose of participating in the Corps Area Commander's inspection of ground troops and maneuvers at that station between the 2nd and 10th of September.

Lieuts. S. Sweeley and O.P. Weyland, A.C., pilots, with Lieut. Palmer and Sergeant Holland as Observers and Radio Operators, flying Douglas planes, departed Sept. 5th for Lordsburg, N.M., to participate in dedication exercises in connection with the opening of the new government Airdrome at that place. Upon completion of this mission the planes were scheduled to be flown to Fort Huachuca, Arizona, to participate in tactical training of ground troops and the Corps Area Commander's inspection.

HdQRS. 2nd Div., Air Corps, Fort Sam Houston, Texas, Sept. 17th.

Since the early part of the month this station has had three Douglas planes and one DH plane with pilots and observers in "the field" on duty at various Cavalry and Infantry posts throughout the Area, participating in maneuvers and field problems held on the occasion of the Corps Area Commander's inspection of the several posts. Two of these planes, piloted by Lieuts. William R. Sweeley and Otto P. Weyland, returned on Sept. 13th, their mission at Fort Huachuca, Arizona, and the exercises in connection with the opening of the government Airdrome at Lordsburg, N.M., being completed.

1st Lieut. Roscoe C. Wriston, who for the last four months was on detached service at Scott Field, Ill., undergoing a course of training in lighter-than-air craft, returned to this organization for (presumably) temporary duty in connection with aerial photographic work on the "Famous Players - Lasky" Moving Picture Corporation's new production "Wings", which is being made in this locality. Lieut. L.D. Weddington, of this station is also on detached service at Kelly Field in connection with this work. This officer has been selected as a pilot in the proposed South American flight late this fall.

Lieut. Ray H. Clark for two years a member of this Air Corps unit as Engineering Officer was transferred to the Rockwell Field Intermediate Depot, San Diego, Calif. Lieut. Leslie P. Holcomb was transferred to Scott Field, Ill. Lieut. Harvey R. Ogden, recently commissioned, was assigned to this station, and upon completion of leave will join early in October.

Lieut. Harry Weddington was granted leave of absence for a period of fourteen days on account of the death of his father on September 14th.

Due to overstrength of the 1st Photo Section, a number of enlisted men thereof were transferred to other photographic units, upon their own request, as follows: Privates Brooks B. Bryan, Henry L. Franklin and Thaddeus Porch to 11th Photo Section, Honolulu, H.T., and Pvt. James E. Stinson to the 21st Photo Section at Scott Field, Ill.

Privates 1st Cl. Tautfest, 1st Photo Section, Pvt. 1st Cl. Louis Kimmons, and Pvt. Hugh Gormley, 12th Obs. Sqdn. were discharged by purchase on Sept. 5th. Pvt.

J.D. Coburn, 12th Obs. Sqdn. was discharged on account of expiration of service on Sept. 9th. Pvt. D.B. Jackson was transferred Sept. 11th to Company D, 20th Infantry, this post. Staff Sgts. W.H. Markel, 1st Photo Sec. and Ralph C. Hightower, 12th Obs. Sqdn. were honorably discharged on account of expiration of term of service and reenlisted, both taking three months' furlough.

Scott Field, Belleville, Ill. Sept. 23rd.

Flying time since last report amounted to 200 hrs. 55 min. in lighter-than-air craft and 55 hrs. 50 min. in heavier-than-air craft.

Pilots who visited Scott Field during the past month were: Capt. Irwin, pilot, with Assistant Secretary of War, MacNider; Majors Coleman, Hickman, Krogstad; Captains Hickey, Edwards, Eglin; Lieuts. Connell, Craigie, Allison, Breene, Brookings, Harper, Bonfill, Garrett, Nelson, Downing, Fisher, Ballard, Turner and Cadet Jones.

Langley Field, Hampton, Va. Sept. 4th.

59th Service Squadron: Staff Sgts. Prast and Glenn were with the Squadron's Douglas C-1 at the Air Races as crew chiefs.

Sgt. Coulson is on detached service at Edgewood Arsenal in charge of a detail of men from Langley Field.

Sgts. Phillips and Peterson were discharged during the week per expiration of service and have gone back to the west coast.

96th Bombardment Squadron: The Devil's own had 77 hours and 50 minutes flying time for August.

Our Squadron Commander, Capt. Rust, left on a cross-country flight to Dayton, Ohio, Capt. Francisco being in command during his absence.

20th Bombardment Squadron: During the past week one of the squadron's ships returned from cross-country. The ship was gone eleven days and during that time it visited Mitchel Field, N.Y.; Boston, Mass.; Glens Falls, N.Y.; Hartford, Conn.; Philadelphia, Pa.; Aberdeen, Md.; Bolling Field, D.C. The pilots were Cadets Dawson and Bridget. No trouble was experienced during the trip.

The total of 11 hours, 45 minutes, consisting of 24 flights, made by the squadron during the past week, was confined largely to testing various ships.

Lieut. Harold W. Beaton, Sqd. Engineer Officer, went on detached service at Phillips Field, Md. for a period of two months.

Capt. Willis H. Hale, Squadron Commander, also went on detached service, at Philadelphia, Pa. for an indefinite period of time.

19th Airship Company: Although this Company made records for airship flying time for the months of June and July, the figures were exceeded in August. The flying time that month totalled 122 hours, 11 minutes; the TC-5 being credited with 49 hours, 15 minutes; the TC-9, 64 hours, 50 minutes; a total of over 114 hours ship time. Free balloons, 4 hours, 41 minutes; observation balloon, 3 hours, 25 minutes.

Several flights were recently made to Washington, Philadelphia, Lakehurst, N.J., New York, Mitchel Field and Fort Bragg, N.C. in order to establish airway routes and on coastal patrol work. Mooring masts are being put in shape for stop overs at important places.

The Reserve Officers from the 1st and 2nd Corps Areas on duty for training period left for their homes, all expressing enthusiasm over the experience and training received.

During August many demonstration and training flights were made for Reserve and National Guard Officers, both day and night flights, some 24 officers and 84 enlisted men being carried on various flights.

On the afternoon of September 1st, about 5:30 P.M., the rigid airship LOS ANGELES paid the Company a visit, flying over the hangar at an altitude of about 1,500 feet, then southeast over Langley Field to Norfolk. "Greetings to Captain Clark and Airship Crews" was the message received from the LOS ANGELES. This was answered: "Captain Clark received your message and sends best wishes to all. The Commanding Officer, Major Westover, desires to thank you for flying over Langley Field".

50th Observation Squadron: The baseball championship of the 3rd Corps Area was won by Langley Field for the second consecutive year. The 50th Observation as usual contributed greatly toward the success of the team, having on the squad Lt. Foster, "Red" DeFord, "Cy" Foster, "Pop" Eanes and Sgt. Napier.

The squadron trained the following Reserve Officers on active duty for 15 days: Captains George C. Furrow, George W. Rogers; 1st Lieut. Thomas D. Behne and 2nd Lieut. Barker.

By virtue of recently winning three straight games out of the scheduled series

of five from the fast Camp Holabird, Md. aggregation, Langley Field was named the Third Corps Area Champions for the second time in as many years. Langley first won the Southern Division honors, heading the Triangular League composed of teams representing Fort Monroe, Fort Eustis and Langley Field. The play-off for the Corps Area title was held at Fort Monroe on August 28th, 29th and 30th between Camp Holabird, Northern Division Champions and Langley Field, the aviators winning in short order - scores 7-1; 7 - 6 and 7 - 0. Langley now claims the Atlantic Coast Army championship, which has been forfeited by the champions of the 2nd Corps Area. Coach Gordon of the Langley outfit is very optimistic concerning the future and claims his team will repeat next year, making it three in a row.

Following is the Langley line-up: Mitchel, rf; Hughes, 2b; Jonkus, lf; Miller, lb; DeFord, c; Howerton, cf; Eanes, 3b; Meier, ss; Browning, p; C. Foster, p; T. Foster, p; Carter, p; Marshall, p; Utilities: Lambert, Perkins, Napier, Tingle, Olsen.

Langley Field, Va. Sept. 18th.

59th Service Squadron: 1st Lieut. Richard A. Aldworth assumed command during the 30 days' leave of Lieut. Hayward.

Tech. Sgt. Glascock was detailed to Panama as replacement for Tech. Sgt. James Gall, 63d Service Squadron, and is scheduled to leave on the December 2nd transport for New York.

20th Bombardment Squadron: Flying activities during the past week consisted of cross-country, formation and test flights for a total flying time of 9½ hours consisting of 36 flights.

The Squadron Huff-Daland returned from the National Air Races at Philadelphia. Our ship came in third.

Our Commanding Officer, Capt. Willis H. Hale, returned from Philadelphia, where he was Operations Officer during the Races.

Part of the post baseball team left for Philadelphia in one of the squadron's ships on Sept. 16th and no doubt enjoyed themselves during their short vacation.

19th Airship Company: On September 8th the Navy rigid Airship, LOS ANGELES, was moored to the mother ship, Patoka, in Hampton Roads. Capt. Charles P. Clark, in command of the Army Airship TC-9, with a Pathe Cameraman and a photographer from the 20th Photo Section, succeeded in obtaining an interesting series of pictures showing the LOS ANGELES leaving its mooring mast and also while in flight.

Captain Clark with the TC-9 carrying a cameraman from the Pathe Weekly, Fox Film and a photographer from the 20th Photo Section, obtained many fine pictures of about 25 destroyers and scout cruisers at anchor and leaving Hampton Roads.

Wright Field, Fairfield, Ohio. Sept. 30th.

Lieuts. A.W. Vanaman and R.V. Ignico arrived Sept. 22nd by air from San Antonio, Texas en route to Middletown, Pa. and Washington, D.C. Lieut. Vanaman is the Engineer Officer and Lieut. Ignico, the Supply Officer at the San Antonio Air Intermediate Depot and they are visiting some of the Depots in order to coordinate their work with other Engineer and Supply Officers.

Mr. Wright Vermilya of the Arkansas National Guard arrived here Sept. 20th. He believes the Guardsmen should have all the supplies that they require and he is doing his best to secure them. He is a 1st Lieut. in the Air Corps Reserve, was chief assistant at Lunken Airport for a long time, and understands the needs of an airdrome.

Lieut. F.B. McConnel of the Tennessee National Guard piloted a TW-3 to Wright Field on September 20th leaving it here for overhaul.

Captain Richard B. Clayton, a Reserve Officer of the Air Corps, who in civil life is with the General Accounting Office is on duty for two weeks at Wright Field.

Captain Albert W. Stevens expects to leave in a few days for Fort Bragg, N.C. to remain for several months in order to assist the Field Artillery Board in solving the problem of using aerial photography in recording and testing artillery fire.

Lieut. C.P. Talbot arrived at Wright Field Sept. 27th and found orders awaiting him, directing that he proceed to Chanute Field on October 15th to take a course of study in aircraft armament.

Lieut. Barney M. Giles, who is flying from the Pacific Coast to Bolling Field stopped at Wright Field Sept. 27th, carrying as passenger, Mr. J. Henry Hind, of Hawi, Hawaii. Mr. Hind is a sugar planter who has shown great interest in the Air Forces of the Army and Navy. He is the donor of Upolo Field, Hawaii. As a friend and benefactor of aviation, Mr. Hind has few peers.

On Sept. 24th and 25th the Reserve Officers Association of the State of Ohio held a convention at Memorial Hall, Soldiers Home, Dayton. A number of regular officers from Wright Field, together with many reserve officers attended some of

the sessions of the convention.

San Antonio Air Intermediate Depot, Duncan Field, Texas. Sept. 17th.

Brigadier General Frank P. Lahm, the Commanding General of the recently designated Air Corps Training Center, comprising Kelly and Brooks Fields, arrived here to establish his headquarters. He is occupying quarters at Duncan Field with temporary office at Kelly Field pending construction of his headquarters building adjacent to this station.

1st Lieut. Fred B. Wieners returned to this Depot on September 17th from a leave of absence since August 4th.

Activities among the civilians at the Depot are picking up with the approach of autumn. A delightful innovation was instituted by the Civilian Social Club in the form of free movies on the post each Tuesday night, showing educational and travel films, etc. Two exhibitions have been held to date, which were enthusiastically appreciated. In the field of athletics the civilian bowling team, the Duncan Eagles, is maintaining consistent effort, having reentered the Commercial Bowling League of San Antonio for the season.

San Antonio Air Intermediate Depot, Duncan Field, Texas. Sept. 30th.

Major J. H. Pirie, our Commanding Officer, returned to Duncan Field Sept. 17th from the National Air Races. He ferried a Curtiss O-1 from the Fairfield Air Intermediate Depot, via Washington, to Philadelphia for entry in the Races, and on Thursday, Sept. 9th flew this plane in the Liberty Engine Builders' Trophy Race for observation type planes, winning fourth place, which carried with it the award of a handsome gold watch. Upon the completion of the Races, Major Pirie ferried the O-1 by way of Washington to the Fairfield Depot. While in Washington he conferred with the Office, Chief of Air Corps, with materially helpful results, touching supply activities and Depot administration.

Our Depot Supply Officer, Lieut. R.V. Ignico, and our Chief Engineer Officer, Lieut. A.W. Vanaman, left Sept. 20th on an extended tour by air for conference at Love Field, Dallas, Texas; and at Hatbox Field, Muskogee, Okla., regarding airways and airways data, thence to Fairfield Air Intermediate Depot for conference on Air Corps Supply activities, thence to McCook Field in connection with Engineering activities, thence to Washington for conference with the Chief of the Supply Division, Office, Chief of Air Corps on supply problems at Depots, returning to San Antonio via Post Field, Fort Sill, Okla., where they will confer regarding the Supply System, etc. This trip will be of exceeding benefit in connection with problems met by the Depot on Air Corps supply and maintenance in the field.

First Lieut. Barney M. Giles, Asst. Chief of the Field Service Section, was a visitor here Sept. 24th and 25th, arriving from Rockwell Field for conference with the Commanding Officers of Kelly Field, Brooks Field and this Depot regarding decentralized control of maintenance and supply matters. Lieut. Giles is en route to Bolling Field, ferrying a Douglas O-2.

First Lieut. Frank M. McKee arrived here Sept. 25th by rail from Norton Field, Columbus, O. to secure a VE-9 for that field, ferrying that plane on his return Sept. 27th.

Warrant Officer Charles R. Mayberry returned to duty at the Depot on Sept. 26th from leave of absence since July 26th.

McCook Field, Dayton, Ohio. October 8th.

General Gillmore was in Dayton the past week for the purpose of conferring with Major Curry, Chief of the Engineering Division, concerning the proposed coalescence of the Engineering, Procurement and Supply Divisions into one body to be known as the Materiel Division. General Gillmore is to be the Chief of the new organization and will have offices at McCook Field until the new Wright Field is ready for occupancy. Major J.E. Fickel, one of the Washington organization to be brought to Dayton by the change, is already permanently located here. Lt. A.M. Drake and Lt. Tonkin, General Gillmore's aide, it is expected, will also shortly report for duty.

Captain W.H. Murphy, Signal Corps, stationed at McCook Field for several years in connection with airplane radio development, was relieved from duty at the Engineering Division and transferred to Fort Monmouth, N.J. Captain Paul S. Edwards of Washington, D.C. was appointed to take Captain Murphy's place.

Lieut. LeRoy Wolfe has been on leave, before which he was assigned to temporary duty in Washington for the purpose of a conference with General Patrick on the subject of airplane radio.

Lieut. C.F. Woolsey was assigned to duty at the Loening plant, supervising the construction of the Loening Amphibians which are to be used for the South American cruise. He is scheduled to take part in this flight.



Jan.

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The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard and others connected with aviation.

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THE AERIAL PHOTOGRAPHIC SCHOOL AT CHANUTE FIELD, ILL.

The fascinating science of aerial photography, which is taught at the Air Corps Technical School at Chanute Field, Rantoul, Ill., is a product of the late World War. The first elementary school of aerial photography was established at Langley Field, Va., in the fall of 1917. Shortly thereafter another school was established at Fort Sill, Oklahoma, where aerial observers were instructed in this subject to coordinate with the Artillery in the use of aerial photographs for fire control.

In December of that year an aerial photographic school was established at Cornell University, Ithaca, N.Y., where a considerable number of students were given elementary instruction in this new art. Upon the acceptance of the offer of the Eastman Kodak Company of Rochester, N.Y., to place at the disposal of the government a large building in that city for the preliminary training of students in aerial photography, the school at Cornell was changed from an elementary to an advanced school. The students, after receiving their preliminary training at Rochester, were sent either to Langley Field or to Cornell, depending upon their qualifications, the School at Langley Field having been changed to an organizational school for photographic sections.

All of these photographic schools ceased to function upon the signing of the Armistice, but early in 1919, the U.S. School of Aerial Photography was established at Langley Field, Va., and it continued to operate as such at that field until August, 1922, when it was transferred to Chanute Field.

As operated at present, the Photographic School graduates approximately 144 enlisted men a year, a new class of 12 men entering each succeeding month. The length of the course is 24 weeks. In addition to the course for enlisted men there is another one, three months in length, beginning on the first of March each year for a class of 12 men, composed of officers from the Reserve Corps and the National Guard. There is also another class for 12 officers of the Air Corps, Regular Army, the length of the course for that class being 38 weeks.

The course for enlisted students, which is the basic photographic course, includes the mathematics involved in photography, the principles of photography, negative-making processes, lantern-slide making, photographic optics, cameras, practical ground photography including newspaper and commercial photography, copying, filters, the work of a photo section and mosaic-making.

The course for commissioned officers of the National Guard and Reserve Corps includes all the subjects enumerated above with the exception of mathematics and with the addition of practical aerial photography, the military use of aerial photographs and photographic interpretation and aerial intelligence.

In the course for the Regular Officers, more time is devoted to mosaic making, the students receiving instruction in practical aerial photography for a period of 360 hours. Sixty hours are devoted to instruction in elementary topography, 78 hours to photographic interpretation of aerial intelligence, 9 hours in the military uses of aerial photography and 9 hours in the administration of a Photographic Section. In all other respects the course is the same as that for the enlisted students.

As a field for research, aerial photography in itself is in its infancy. It has developed a great deal since the World War in so far as the actual taking of photographs from the air is concerned. For example, during the war it was only on the best possible days that photographs could be made at all from any altitude, and then only probably between the hours of 10:00 A.M. and 3:00 P.M. Equipment and materials have developed to such an extent that it is now possible to secure good photographs at any time when the sun is above the horizon.

Great strides have been made in night photography, or aerial photography by the use of a flashlight, also the so-called quick work photography. A year or so ago it required at least several hours to secure a finished print of any given subject photographed from the air. A finished print can now be placed in the hands of military commanders in less than ten minutes after the airplane leaves the ground.

certain aerial cameras have been developed as a peace-time aid to mapping projects. A few years ago it was necessary for surveyors to spend months in a small section to secure accurate topographic maps by plane table methods. With the aid of aerial photography and the so-called multiple lens camera the same territories may now be photographed and the maps completed within a few hours. It is only necessary to secure primary control for the construction of these topographic maps, and all the culture, including the works of nature and man, can be filled in from aerial photographs. With the multiple lens camera it is possible to photograph approximately 200 square miles per hour, securing sufficient overlap at the same time for map-making purposes.

In the training of officers to become photographic pilots and observers, the utmost care is taken in selecting pilots for this training whose attitude towards flying is only of the most enthusiastic nature. The type of pilotage required in the usage of mosaic and multiple lens machines for mapping projects is of a most exacting nature, requiring months of constant practice and study. When flying a machine of this type it is often necessary to fly perfectly straight lines at extremely high altitudes over territory having no landmarks whatever. There is nothing, therefore, to guide the pilot save the sun, the horizon and his special photographic instruments. For the benefit of those who doubt the necessity for considerable practice before such machines can be successfully flown, it is suggested that they fly an airplane to an altitude of 12,000 to 14,000 feet and then endeavor to fly a perfectly straight compass line at the same time, keeping the altitude sufficiently constant for mapping purposes, that is, a variation of not to exceed 40 feet. The pilot will rapidly learn how easily he has drifted from his course by shifting winds. In case he drifts more than one-eighth of a mile from his exact line his mission is a failure in so far as aerial photography is concerned, for the reason that he will not secure the necessary overlap.

The course for Regular Army officers in practical aerial photography comprises approximately 150 hours of actual time in the air, divided equally between the duties of photographic pilot and photographic observer. This amount of time is not sufficient to make an expert photographic pilot or photographic observer, but time and money are too limited to allow sufficient practice for officers to become experts. It can only be hoped to thoroughly ground students in the principles of basic photography and practical aerial photography.

At the conclusion of the course, graduate officers are assigned to command photographic sections, of which there are 17 in the United States and its possessions. The knowledge gained in flying photographic missions for map making projects becomes of inestimable value to a graduate officer after he is assigned to his section. There is but one officer allotted to a section, and the greater portion of a section's time is taken up with the completion of mapping projects for such agencies of the government as the Geological Survey, the Coast and Geodetic Survey, the Rivers and Harbors Commission, etc. The section commander is sent to all parts of the United States on these mapping details, carrying with him, besides his plane, only his equipment, his observer, and possibly a mechanic. He is paid a per diem allowance in addition to his salary during such time as he is away from his home station.

There is a growing need at present for aerial photographs for topographic map making and map revision. The greatest shortage exists in properly trained personnel, more especially commissioned personnel. There is sufficient work of this nature to accommodate several times the number of trained photographic pilots needed in the service.

The Air Corps Technical School at Chanute Field is doing all within its power to train this much needed personnel, but one class each year is not sufficient to meet the demands made upon the service for photographic work.

The personnel in charge of the Department of Photography of the Air Corps Technical School are: Director, 1st Lieut. Charles Backes; Supply Officer, 2nd Lieut. J.M. Fitzmaurice; Senior Instructors - 2nd Lieuts. John W. Warren, S.W. Towle, Jr., Messrs. Charles Vance, G.E. Grimes, Master Sgt. P.H. Hammer and Tech. Sgt. G.B. Gilbert.

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LIEUT. C.L. WILLIAMS JOINS THE CATERPILLAR CLUB
By the News Letter Correspondent.

Lieut. C.L. "Pilly" Williams, of the 19th Pursuit Squadron, has the honor of being the first man in the Hawaiian Islands to qualify for membership in the

Caterpillar Club. Lieut. Williams was initiated into that organization on the morning of September 17th, when he was forced to crawl out of the cockpit of his PW-9 after a collision with Lieut. H.C. Wisehart.

On the morning of the 17th, six ships of the 19th Squadron were practicing squadron maneuvers at an altitude of about 4,000 feet. Lieut. Wisehart was leading the lower element with Lieut. Williams flying one of the wing positions. In executing a 180 deg. turn, Williams turned shorter than Wisehart, his plane passing in front of Wisehart's, the left stabilizer being hit by Wisehart's upper wing. "Billy" fought for control for a short time, but the plane went into an uncontrollable vertical dive. At about 2,500 feet the pilot unfastened his belt, stood up in the cockpit and leaped into space. "Billy" states that he counted the prescribed "five" and then pulled the cord, the chute opening with a very pleasant jerk. The landing was made in a cane field near Waipahu, about a half mile from where his plane had already crashed. After landing, Lieut. Williams started over to the wreck of his plane, took one glance at what remained (it was a complete washout), gazed fondly at his parachute and then grinned at the surrounding cane field workers.

This was Lieut. Williams' second jump, his first being a practice jump back in 1923.

Lieut. Wisehart's plane did not go out of control and he was able to land at Luke Field without further damage.

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TOW TARGETS FOR ANTI-AIRCRAFT PRACTICE By McCook Field Correspondent

Some time ago, the Coast Artillery requested the Air Corps to design a target which simulating the movements and speed of an airplane in flight would be suitable to serve as an objective in testing and spotting practice of anti-aircraft guns. A long fabric sock was made up and attached by shroud lines to a 3/32-inch cable which extended up through an opening in the bottom of the fuselage of a DH airplane and was wound on a drum within. In flight this target was let down, the cable was paid out, the sock taking the air and being towed in the rear of the plane. Twenty-five of these socks were made up experimentally but proved too small and there were mechanical difficulties. Whereupon Lieutenant Gallatin of Langley Field submitted a design from which six new tow targets were made by the Materiel Division. These were sent out to the service for trial and the reports of their performance have so far been extremely satisfactory.

This target, known as the Engineering Type B-4, is 16 feet long. The drum upon which the cable is wound and which is set in the observer's cockpit operates with a clutch and break mechanism which makes the speed of unwinding easily regulated by the operator. For anti-aircraft machine gun practice, the cable is let out 1800 feet, so that the target flies a little over 1800 feet behind the airplane. For .87 to .105 mm. gun practice, the cable is unwound 2500 feet. The target may be flown at altitudes from 2500 to 9000 feet.

Each hundred feet of cable is marked by a spot of color. At the 1800-foot length, the cable is painted bright yellow for 100 feet. From 100 feet to the end of the release, it is painted solid red. When the practice is over, a bell plunger is let down. Through this the cable rides in being rewound, until striking a release mechanism at the end of the sock's shroud lines, the plunger releases the sock which falls to the field below. Several targets are carried and in case of continued practice, another may be attached to the cable end during flight.

Red and orange targets are used for cloudy skies, black where the sky is blue with a background of white clouds, and white for night work. One of the observers reports a real thrill in night practice when it seems that each red tracer bullet mounting up must strike the plane - especially the rear cockpit. But always they fall in trajectory many feet behind, somewhere near the target.

An 18-foot target is being made up for high altitude practice and a flag type target 20 feet long, weighted to fly vertically, for long-distance slant ranges is in contemplation.

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AIRPLANE MAINTENANCE A DIFFICULT PROBLEM IN PHILIPPINES.

One of the difficult problems the Army Air Corps has to contend with in the
-3- V-5618, A.C.

Philippines is that of the proper maintenance of airplanes, especially those equipped with fuselages of steel tubing. Touching on the fact that one Douglas Crusier seaplane was recently completely rebuilt in the shops at Kindly Field, Fort Mills, P.I., and is ready for test, the News Letter Correspondent states that such a reconstruction requires many varied operations for a department of fifteen men. The wings, especially the plywood walled box spars, require frequent inspection due to the heavily salt laden atmosphere tending to separate the plies. A white corrosion is found on the aluminum parts, but the worst enemy is rust relentlessly attacking the steel tubing of the fuselage. Examination of many samples shows that, while the interior of the tubes is remarkably free from rust, the outside suffers constantly. The effect is felt particularly in the lower longerons near the tail post, producing many small pits in the steel. The pits are practically invisible at first but rapidly increase in size until a thin scale comes off between pit marks. In some cases the walls of the tubes are worn very thin and require reinforcing tubes bridging the defected position and welded or clamped into place.

The wrapping of the longerons with tape has been proven very ineffective at Kindly Field. It prevents frequent inspections and when removed usually pulls a heavy scale of rust off with it. Airplanes used under these severe conditions should be provided with lacings in the fuselage coverings to facilitate thorough inspection at least every two weeks. All planes being reconditioned at Kindley Field are thus provided. The pontoons also require much careful work and the patience and skill of good cabinet makers. With each plane equipped with two 500 lb. pontoons every effort must be made to keep the original weight low and to prevent water absorption and leakage. In spite of careful work and the liberal use of waterproof marine glue, it is necessary to change pontoons at least once a month. They are rarely damaged, but being constructed largely of plywood deteriorate rapidly. The three Douglas Cruisers at Kindley Field have been in constant service for nearly 18 months, making many inter-island flights during which they would not see a hangar for three or four weeks at a time. With a moderate amount of flying they should last four to six months longer. Rough water, rain, long periods of damp, salty atmosphere make unusually constant vigilance a necessity.

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CALLIZO'S ALTITUDE RECORD OFFICIALLY CONFIRMED ✓

It has been ascertained from the National Aeronautic Association that the Federation Aeronautique Internationale officially confirmed the altitude record of 40,810 feet made by the French pilot M. Callizo, on August 23rd last.

Callizo, piloting a Bleriot Spad 61 (special) equipped with a 400 H.P. Lorraine Dietrich engine, left the Euc Airdrome (Paris) on August 23rd in an attempt to better his own altitude record of 12,066 meters (39,576 feet). Taking off at 4:40 P.M., he reached an altitude of 7.5 miles in less than two hours. After reaching an altitude of 4.5 miles, Callizo found it necessary to use his oxygen apparatus and encountered temperatures of -50 deg. Centigrade. Having attained the altitude of 12,442 meters (40,810 feet) in 85 minutes, he began his descent and was completely exhausted when he landed at the Bourget Airdrome (Paris) at 7:20 P.M.

The airplane used by Callizo was a Bleriot of the Spad type, slightly modified. The ordinary Spad ceiling is 26,250 feet, but the special Spad ceiling was calculated to be 42,650 feet. The wing surface was increased by 75 square feet above that of the ordinary pursuit type; the wing gap was increased and the total weight reduced by 200 lbs. The engine R.P.M. was 1500 at 2,000 meters and 1750 at 12,500 meters. The wooden propeller was of the Merville type. The engine was a 400 H.P. Lorraine Dietrich. Stock gasoline was used. The engine was equipped with a Rateau turbo-compressor.

Characteristics of the airplane: Span, 38.4 feet; length 23.5 feet; lifting surface, 405.8 sq. feet; weight, empty, 2,582.3 lbs.; total weight, 3,354.4 lbs.; load per H.P., 7.5 lbs.; load per sq. m., 136 lbs.

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LONG-DISTANCE FLIGHTS BY FRENCH PILOTS

Several interesting non-stop cross-country flights were made by French pilots within the past few months, some of which have resulted in the breaking of world's records.

Paris-Persian Gulf:

Pilot: Captain L. Arrachart
Plane: Potez 28
Distance covered: 4375 Km.(2716 m.)
Duration of flight: 26 hrs. 30 min.
Left Le Bourget (Paris) at 5:05 A.M., June 26, 1926.

Passenger: Adjutant P. Arrachart
Engine Renault 550 H.P.
Average speed: 177 Km.H.

Paris-Omsk:

Pilot: Captain Girier
(Both belonging to the 35th Regt. of Aviation)
Plane: Breguet 19 A2
Distance covered: 4703 Km.(2920 m.)
Duration of flight: 29 hrs.
Left Le Bourget (Paris) at 5:20 A.M., July 16, 1926.

Passenger: Lt. Dordilly
Engine: 500 H.P. Hispano Suiza
12 cylinder V engine

A storm was encountered in the Oural Mountains which made the total non-stop trip less than anticipated. Capt. Girier landed at Omsk (Siberia) although he had hoped to make Marinsk, 5600 Km. from Paris. Capt. Girier flew a non-stop distance equal to the distance from Paris to the North Pole.

Paris-Bandar Abbas:

Pilot: Capt. Weiser
Plane: Breguet 19 GR
Distance covered: 5200 Km.(3241 m.)
Duration of flight: 31 hrs. 18 min.
Left Le Bourget (Paris) at 6:22 A.M., August 31, 1926.

Passenger: Lt. Challe.
Engine: Farman 500 H.P. 12 cylinder
W. (Geared).
Average speed: 104 M.P.H.

The plane carried 790 gallons of gasoline in four main and one auxiliary tanks. Total weight at start: 9,146 lbs.

Paris-Russia:

On September 23, 1926, at 1:55 A.M., the Arrachart brothers left Le Bourget (Paris) airdrome, flying a Breguet 19 equipped with a 550 H.P. Renault motor in an attempt to break the non-stop record made by Capt. Weiser and Lt. Challe. They flew practically the same course as that flown by Capt. Girier and Lt. Dordilly, toward Siberia. They ran into a very violent storm and after flying approximately 4,000 Km. they were forced to land in the Province of Ekaterinenburg on the frontier of Siberia. They thus were unable to beat the world's record.

The results of the various long cross-country flights undertaken since the Spring have convinced the French that long distance reconnaissance planes should be equipped with geared engines.

Mediterranean Cruise:

Chief Engineer Hirschauer and Pilot Couret landed August 25th on the Morane airdrome near Paris after having completed an extensive air tour around the Mediterranean which lasted for several months and included the coasts of Spain, Morocco, Algeria, Tunisia, Tripoli, Egypt, Syria, Turkey, Rumania, Serbia and Italy. They flew a Morane monoplane equipped with a 130 H.P. Salmson engine, and visited the various aviation centers and schools in these countries.

Captain Pelletier D'Oisy and Engineer Gonin left Villacoublay (Paris) August 24, 1926, at 5:30 A.M., and reached Rome, Italy, at noon, thus covering 807 miles in 6½ hours, averaging 124 miles per hour. Leaving Rome shortly after their arrival they reached Tunis at 7:40 P.M., covering 465 miles in 4½ hours. They left Tunis an hour afterwards and reached Casablanca, Morocco, at 8:30 A.M., after a night flight over Algeria and part of Tunisia and Morocco, covering 1117 miles in 11 hours and 50 minutes. They left Casablanca at 9:52 A.M., heading for Madrid, which they reached at about noon. On account of a broken tail skid, Captain D'Oisy did not land at Madrid but continued to Bordeaux, covering the 962 miles in 8 hours and 40 minutes. He then continued to Paris, which was reached at 11:14 P.M. (372 miles in 3 hours and 27 minutes).

Total time for the trip: 41 hours, 45 minutes.

Mileage: 3,726 miles.

Time allowed for rest and refueling: 6 hours, 48 min.

Flying time: 34 hrs. 57 min.

Plane: Potez.

Engine: Lorraine Dietrich.

Average speed: 113 M.P.H.

pectancy akin to the daily trip of a suburban train for the waiting commuter.

Sunday's flight included Capt. Hugh H. Elmendorf, 57th Service Squadron; 1st Lieuts. Arthur G. Liggett, 17th Pursuit Sqdn.; Irwin S. Amberg, 1st Pursuit Group Hdqrs.; 2nd Lieuts. Lawrence C. Elliott, Hdqrs. and Charles H. Deerwester, 27th Sqdn. Cadet John E. Bodle, 27th Sqdn., accompanied the flight in a DH to tow targets for the Aerial Gunnery Maneuvers.

The course fired by these pilots is that outlined in Training Regulations, 44-440, and consists of 200 rounds per pilot, fired from four different angles of approach, right, left, front and rear, all maneuvering being done forward of the rear line and no firing forward of a line 400 feet from the targets. Ammunition prescribed for this course is .30 cal. However, a service test is to be run on 2000 rounds of .50 caliber ammunition, and some tow target and bombing work done. It is contemplated that all pilots firing this course will qualify for the rating of Aerial Gunner.

About 6,700 rounds have been fired to date, Capt. Vincent B. Dixon leading with a score of 48.28; 1st Lieut. Victor H. Strahm, second, with 44.23; and Major Lanphier, third, 31.00. Captain Pritchard and Lieuts. Mallory and Rodieck are contenders for the fourth place in high scores. Work at Camp Skeel commenced on September 28th, and scheduled to be completed about October 31st.

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NON-SKID FLOOR COVERING FOR BOMBING PLANES ✓

The Huff-Daland Airplanes, Inc. have been authorized to substitute "sanded paint" for the rubber matting in the XIB-3 and XIB-5 Light Bombardment airplanes as a non-skid floor covering. This surface is obtained by sprinkling a coarse grade of sand or crushed quartz into the second coat of flooring varnish when the varnish has reached a "tacky" state. This floor covering is lighter and less expensive to apply than the rubber matting. It is also fully as effective.

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STRENGTHENING THE HULLS OF LOENING AMPHIBIANS ✓

The Materiel Division recently requested all Air Corps activities, where Loening Amphibians are undergoing service tests, to make a change on the COA-1's in their charge. This step was the result of a recommendation of the Loening Company with which the Materiel Division was in accord, that the bottom hull plates extending from the main hull step to the bow, be strengthened by adding wood screws through these plates into the keel. It is considered that this will constitute a desirable improvement in the Amphibian in strengthening the hull plating against sheering in a hard nose-on landing in the water.

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NIGHT TESTS WITH ANTI-AIRCRAFT EQUIPMENT ✓

The Materiel Division is preparing a Douglas C-1A Cargo airplane with a geared Liberty engine whose exhaust manifolds have the muffler outlets reversed to point skyward instead of down. This is for the purpose of conducting experiments at the Aberdeen Proving Grounds to determine whether airplanes thus equipped would result in decreasing or eliminating entirely the possibility of their presence being detected by sound locator instruments now in use by the anti-aircraft service. The airplane will also be equipped with tow target mechanism, landing and navigation lights, and airways and wing tip flares.

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SHOCK ABSORBING CHARACTERISTICS OF AIRPLANE TIRES ✓

A series of drop tests, ranging in height from three to thirty inches, have been made at the Materiel Division, Dayton, Ohio, to determine to what extent airplane tires absorb shocks in landing. The drops were made with three standard size tires, 28 by 4, 32 by 6 and 36 by 8, the load varying from 1,000 pounds on the 28 by 4 tire to 2,000 pounds on the larger sizes. The results were studied by means of slow motion pictures, the relative deflections disclosing the energy dissipated by the tires to be from 15 to 20 per cent of the load, with standard air pressures. Similar tests will be made on an Oleo landing gear leg, with and without the tire and wheel.

TACTICAL INSPECTION OF MAXWELL FIELD

Lieut.-Col. C.H. Danforth, Corps Area Air Officer, with Lieut.-Col. H.C. Merriam, Corps Area Plans and Training Officer, made a tactical inspection of Maxwell Field, Montgomery, Ala. on October 12th and 13th. Two formations consisting of three TW-5's and three JNS's headed the program given for the benefit of the inspectors. Following this, Lieuts. Old and Gross performed an Infantry contact mission. Lieuts. Gross and Rogers next flew a Camera Obscura Mission followed by a photographic mission with Lieut. Gross as pilot and Lieut. Old as photographer. A picture of the new \$500,000 Reese's Ferry Bridge was taken, developed, printed and turned over to the Inspectors within 45 minutes after the plane had left the ground.

Artillery adjustment consisting of nine problems was performed with two teams participating. Lieut. Cote, pilot, with Lieut. Denniston, observer, composed the first team, firing six problems. Lieut. Cote, pilot, with Major Richards executed the remaining three. The inspectors were impressed with the program presented and were very well satisfied, as a whole, with their inspection.

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AIR MAIL FIELD OPENED AT MACON, GA.

Three TW-5's and one Douglas O-2 were flown from Maxwell Field, Montgomery, Ala. to Macon, Ga. on Sept. 27th on the occasion of the opening of the Air Mail Field at that city, operated by Florida Airways on the Miami-Atlanta Route. The personnel attending were Lieut. Old and Lieut.-Col. Danforth, Lieut. Cote and Lieut. Denniston, and Lieut. Whatley and Private Hall in TW-5's and Lieut. Knapp with Private Rogan in the Douglas O-2. The return flight was made the same day.

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FORESTRY PATROL OPERATIONS ON THE PACIFIC COAST

A report recently submitted by the Commanding General of the 9th Corps Area, San Francisco, Calif. on aerial forest fire patrol operations on the Pacific Coast during the past summer states that it is interesting to note from the number of very significant remarks of the various patrol pilots rendering reports that the versatile possibilities of the patrol plane are being discovered and used more and more by the Forest Service each year.

In the operation of the forestry patrol during the months of June to September inclusive, a total of 245 new fires were discovered by airplane observers. In the total of 318 patrol flights made covering 93,870 miles, an area of approximately 3,711,495 square miles was observed. Patrol bases were maintained at Eugene, Oregon; Spokane, Wash.; Mather Field, Sacramento, Calif.; Griffith Park, Los Angeles, Calif.; and Sand Point, Washington. An average of eight airplanes were in commission during the forestry patrol season. The flying time totalled 1105 hours and 32 minutes.

In addition to its actual fire fighting work - "spotting" and reporting new fires, reconnoitering and mapping old ones - the patrol plane was used to photograph points of peculiar interest to the Forest Service; to map bug infested areas of forested lands; to make aerial surveys of road construction through National Forests and, in one instance, to cooperate with civil authorities in an unsuccessful attempt to locate the body of a young man who was drowned in Donner Lake (Northern California) after having rescued seven persons from drowning.

As an instance of the airplane in fire detection, the following is quoted from a report submitted from the Sand Point Base:

"Lookout southwest of Chehalis made several reports of a fire located on a known course and estimated distance. Men were sent through the territory in which the fire was supposed to be, but could find nothing. The lookout was so sure that there was a fire that Mr. Joy sent for the Seattle plane.

"We flew over the course given and returned by wide loops so we were able to look directly down on a strip of country at least 10 miles wide and covering all of the known course given. We located all possible sources for the smoke and the fact that we could easily find even the smallest fire was positive assurance that the larger fire reported by the Lookout really did not exist.

"Mr. Joy was very much pleased with the results of the flight. The same work accomplished by a ground reconnaissance would have cost a great deal more and would have required much more time. It seems that work of this character, definite missions, are much simplified by the use of airplanes."

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MARKING OF TOWNS IN THE NORTHWEST

The Ford Motor Company of Portland, Oregon advises that the following towns in their vicinity have been marked by roof signs subsequent to June, 1926: Myrtle Point, Prineville, Astoria and Cottage Grove in the State of Oregon, and Longview and Camas in the State of Washington.

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PACIFIC AIR TRANSPORT BEGINS OPERATIONS

As had been planned, the Pacific Air Transport began its Pacific Coast mail service from Los Angeles to Seattle, Washington on September 15th. The inauguration of this service was marked with public enthusiasm along the route.

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ACTIVITIES AT CLOVER FIELD, SANTA MONICA, CALIF.

In a report to the Chief of Air Corps covering the activities at Clover Field, Santa Monica, Calif. for the fiscal year ending June 30, 1926, the Commanding Officer of that field states that the results obtained from the past year's training were very gratifying in spite of the fact that the flying and field equipment is insufficient. During the year 1925 this station was No. 14 on the list of 61 Army Air Service activities published by the Field Service Section covering aircraft hours flown. The units of the 322nd Pursuit Group are trained very proficiently in their flying and Squadron duties. It is believed that any unit assigned here could be ordered to active duty in full strength and if given full allowance of standard equipment perform noteworthy results... With the large number of Reserve Officers in this vicinity (some 375 residing in Los Angeles County) and the keen attitude they have toward Reserve matters, astonishing results could be obtained if this station were supplied with adequate equipment, personnel, a military library and other essentials necessary for the proper and efficient training of this component. With the limited conditions of this field it is a difficult problem to satisfactorily provide flying training for the large number of Reserves reporting. Eighty percent of the Reserve Officers here are qualified to fly service type planes and it is only natural that they ask for better equipment."

With regard to civil aviation in Southern California it is noted from the report that four concerns are engaged in the manufacturing of aircraft, viz: The Douglas Aircraft Co., Santa Monica, Calif., contractors to the U.S. Government; the K.V. Montee Aircraft Co., Santa Monica; Catron & Fiske Aircraft Co., Venice; and the Crawford Airplane Co., Venice.

Concerns engaged in aerial transportation are as follows:

Western Air Express, Los Angeles, U.S. Air Mail Contract No. 5, Los Angeles to Salt Lake City. Equipment, 6 Douglas M-1's.

International Airways, Inc., Los Angeles, 1 bi-motored triplane, 7 passengers and pilot, contemplate mail, express and passenger carrying between Los Angeles and San Francisco.

Burdette Airport, Los Angeles, one Curtiss JN-4D and one JNH, passenger carrying, instructions and general aeronautics.

Charles F. Dycer, Los Angeles, Curtiss JN-4D, TM, Standard; Passenger carrying, instruction and pleasure.

Paul Nestor, Ball, Calif., 2 JN-4D, passenger-carrying, instruction, photography, advertising, etc.

Al. Gilhausen, Glendale Airport, Passenger carrying, instruction, 1 JN-4D.

Robert Starkey, Glendale Airport, 1 Kinner Airster, pleasure, passenger carrying and instruction.

M.T. Rix, Glendale Airport, 1 Kinner Airster, passenger carrying, pleasure.

Charles Warren, Burdette Airport, 1 JN-4D, passenger carrying.

E. Longbrake, Eagle Airport, Los Angeles, 1 N-9 (Burgess), 1 JNC, 1 JN-4 with special wings, passenger carrying and instruction.

Homer Weber, Inglewood, Calif., passenger carrying and instruction, 1 JNH.

Robert M. Lloyd, Clover Field, 1 Standard, 1 JN-4D, passenger carrying, instruction, photography.

J.A. Dary, Clover Field, 1 Standard, passenger carrying.

Oscar Bayer, Clover Field, 1 JN-4D, photography.

Maurice H. Murphy, Clover Field, Motion picture work, mapping, 1 TM.

Harry V. Kelly, Clover Field, 1 Standard K-6, mapping and photography.

E.L. Remelin, Clover Field, 1 MR Monoplane, 3-place. Advertising, cross-country and passenger carrying.

Brodsky and Barthel, Venice, 1 Douglas Cloudster, passenger carrying.

Mrs. E.F. Cross (A.C. Gcebell, Pilot) Clover Field, 1 JN-6H, photography.

Howard E. Patterson, Clover Field, 1 CF-11, passenger carrying, advertising, photography, mapping.

A.L. Markwell, Clover Field, 1 Remiotorea, 6-passenger cabin plane, passenger carrying.

Thirty-two other names are enumerated of persons who own airplanes for use on pleasure trips.

The Commanding Officer of Clover Field states that civil and commercial aviation in this area is improving rapidly and that it is gratifying to note that the obsolete JN is being discarded for replacement by new and greatly improved equipment. After completing a survey of this equipment used it is found that where the JN plane is in use the equipment has been rebuilt and equipped with Wright "E" engines.

The commercial companies are becoming more stable and are operating in a businesslike way. These concerns are advancing into new fields for the use of aircraft commercially. The Montee Aircraft Company of Clover Field is almost constantly occupied fulfilling contracts for aerial photographic mapping for civil corporations. Due to the establishment of private air mail lines throughout the country and the more efficient and reliable aircraft used for commercial purposes, it is believed great strides will be made in civil aviation during the coming year.

The Commanding Officer and Staff of Clover Field have devoted as much time as possible for the furtherance of commercial flying. No military aircraft has been used for cooperation with civil organizations that would be business for civilian operators of aircraft, such assistance as necessary was rendered in making inspections of equipment in use and prohibiting undesirables from operating at this station.

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LANDING FIELD IMPROVED AT CRISSY FIELD

Continuous effort and work for the past two years has improved the landing field at Crissy Field, Presidio of San Francisco, Calif. immensely. Although there is a slight bend, the runway is the total length of the field and, thanks to the excellent drainage system, planes can land and take off regardless of the weather. The flying field is now 5,600 feet long by 400 feet wide, and has been re-surfaced, rolled and planted with grass.

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AIRPLANE OBSERVERS SPOT NAVY VESSELS IN NIGHT ATTACK ✓

Six destroyers and six submarines of the Navy recently attempted to force an undiscovered entrance to San Francisco Harbor. First Lieut. Frank D. Hackett, pilot, and 1st Lieut. Alfred W. Marriner, observer, of Crissy Field, Calif. were assigned to cooperate with the Harbor Defense Units. They took off at 6:25 P.M. and at 9:00 P.M. spotted the enemy. The squadron of destroyers was illuminated by means of parachute flares until they were picked up by the harbor boats which were pressed into service for this problem. Constant two-way radio communication was maintained. Master Sergeant Thomas J. Fowler, pilot, and Sgt. H.B. Kannolt, observer, were assigned as the relief, and took off at 9:20 P.M. They maintained contact until the problem was completed.

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"SOME" FISHING ON THE KIAMATH RIVER

A mission jointly commanded and executed by First Lieuts. C.V. Haynes and Frank D. Hackett was recently undertaken with the purpose of hunting and fishing on the Klamath River. A goodly portion of the Armament Section of Crissy Field was taken - two shotguns, four rifles and considerable fishing gear, all of which were expected to be used.

It had been rumored around Crissy Field that Lieut. Hackett had a sort of governor on his car which limits the speed to 35 miles per hour, whether on the incline or on a decline. Rumor further states that this device was tested by the traffic police on the journey to Klamath River and found to be slightly inaccurate.

Lieut. Haynes was of the opinion that the State Traffic Police did not ride in Dodge Cars, but on this occasion that belief received a rude shock.

The trip was very successful. The two hunters bagged 400 pounds of fish - five of which composed one 25-inch steel head trout. The capture of this beauty was accomplished at the expenditure of hard labor by both hunters. The method used was as follows: Lieut. Haynes was comfortably seated in the fork of a tree overhanging the river, using South Carolina gear, a 3-foot pole, 20 yards of line and in addition, an automatic reel. He was proving his adaptability by doing two things at once - fishing and sleeping. Suddenly the fish struck, and Lieut. Haynes went down out of control into the chilly depths of the Klamath. Lieut. Hockett sped to the rescue and pulled Lieut. Haynes and the fish to dry land, whereupon the steel head retaliated by biting Lieut. Haynes in the hand.

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AIRPLANE SERVES AS EFFICIENT AMBULANCE

The following quotation shows an outsider's view of the functioning of the Air Corps in an emergency:

"Captain William H. Houston, Medical Corps, was severely injured in a motorcycle accident recently. His condition after return to camp was such that it was inadvisable to send him to the Lotterman General Hospital, San Francisco, from Capitola, a distance of 84 miles, in the motor ambulance although hospitalization was necessary for adequate and proper treatment to which he was entitled. Captain Houston was therefore admitted to a civilian hospital at Seabright, Calif. where he received attention for eight days. At the end of this period his condition was such as to warrant transfer to the Lotterman General Hospital. Rather than submit to the bumping of the motor ambulance incident to rough places in the road, Captain Houston was transferred to Crissy Field by airplane at his own request, although prior to his accident he had been adverse to flying. The trip was made in a photographic plane converted into an ambulance by the use of mattresses, etc. Captain Houston states that the trip was in every way comfortable and without the least jarring or bumping at any time. He further stated that he would request this form of transportation for himself in the event of similar circumstances."

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CRISSY FIELD PILOTS COOPERATE IN PROBLEMS WITH OTHER ARMS

Detachments of the 91st Observation Squadron of Crissy Field, Presidio of San Francisco, Calif. recently cooperated in maneuvers with other branches of the service as follows:

1. Camp Lewis, Washington:- First Lieutenants C.V. Haynes, John W. Benton and C.C. Wilson; Master Sergeant Thomas J. Fowler and Staff Sergeant Paul L. Woodruff, enlisted pilots; Staff Sergeant Hobson D. Sage, Radio Operator; and Staff Sergeant John W. Yates, Motor Mechanic, spent two weeks at Camp Lewis, Washington, cooperating with the 10th Field Artillery. The results obtained from the viewpoint of both the Artillery and the Air Corps were excellent. Much benefit was derived from the work.

2. Fort D.A. Russell, Cheyenne, Wyo.:- First Lieutenant Frank D. Hackett, Master Sergeant Thomas J. Fowler, Staff Sergeants Paul L. Woodruff and Raymond C. Parrott and Sergeant Harold B. Kannolt, all of the 91st Obs. Squadron; and Captain Armin F. Herold, in command of the field at Salt Lake City, spent ten days with the 76th Field Artillery on the range at Fort D.A. Russell. Radio telephones were used from the airplanes to the Battery Commanders with marked success. The mission was a success from the standpoint of both the Artillery and the Air Corps.

3. 63rd Coast Artillery Corps, (AA), Capitola, California:- The cooperation with the 63rd Coast Artillery Corps, (AA), over a period of two months was marked by a series of important developments as the result of the keen interest shown by the officers and men of the various branches of the Service on duty there. These developments are considered important in that they demonstrated the cooperative ability of the Air Corps. Aside from the work of cooperation, the Air Corps materially assisted in the conduct of the Camp and were of service to the Medical Corps.

During the "Night Shoots", some difficulty was experienced in keeping the plane on the prescribed course until a man with a motorcycle light was placed at each end of the course with instructions to point the lights at the plane and, to aid the pilot in picking them up, to blink them slowly. With this arrangement, the pilot found it easy to keep proper course.

A pertinent suggestion from Captain William C. Ocker, who has had considerable experience in towing anti-aircraft targets, is offered and may be found to be useful. It is as follows: In case pilots find the night firing at the sleeve targets somewhat disconcerting, it is suggested that the pilot look in some direction other than that of the guns on the ground and the shells bursting in the air behind him. The noise made by the motor and propeller will eliminate the noise of firing.

Several times, the target was lost after the practice was completed. This was overcome by the use of a searchlight-beam being thrown upward at a 45 deg. angle and as the plane flew thru this light the tripping device was released and, as the target approached the ground, the light played upon it until the men reached the spot.

Difficulty was encountered in following the sleeve target during night practice, especially when the plane was turning. This was overcome by mounting three (3) flashlights in the forward end of the sleeve. The result is shown by the following quotation from a letter written by Major Welschmer, Commanding Officer of Camp McQuade: "As a result of your excellent accomplishment, the Commanding Officer estimates that the use of the light in the sleeve has decreased the time the Air Corps is in the air for night work by seventy-five (75) per cent, with the consequent lessening of demands on air and ground personnel, as well as saving gas and material."

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COMMERCIAL AVIATION IN SOUTHERN TEXAS
From Annual Report for F.Y. 1926 of Commanding Officer, Brooks Field.

There is only one company in the vicinity of San Antonio, Texas, under military control, but there are several individuals operating private planes, and these are operated mostly on Stinson Field, which is leased by the Army Air Corps. The company in question is the Southern Airways, Inc., and the San Antonio Aviation and Motor School, owned by the same stock holders. The Southern Airways, Inc. is the holding company, that is, it does the buying, selling and manufacturing. The San Antonio Aviation and Motor School is the operating company, performing the general flying business, carrying passengers and express, giving instruction in flying and ground work, doing advertising, aerial photography and pest extermination. All flying and school work is in charge of Capt. Wm. F. Long, Air Corps Reserve.

The equipment used by this Company is Curtiss, Standard, Swallow and Travel Airplanes, using Curtiss OX-5 and Hispano Suiza motors.

Besides general flying such as instruction in flying, cross-country flying, photographic work, cotton dusting and aerial advertising, the San Antonio Aviation and Motor School maintains a service station for visiting civilian ships and a manufacturing plant for completely overhauling and repairing both motors and ships. This work is subject to inspection by Air Corps personnel of the Army.

A survey of the situation in this vicinity shows a very promising future as well as a very industrious prospect. Besides the company previously mentioned, there are 12 ships owned by private individuals and operated for pleasure and business. Eventually, San Antonio will be the center of a network of Air Mail Routes and commercial airways woven between Dallas and points further north, and Mexico City and points further south to Central and perhaps South America, and between New Orleans and points east, and El Paso and points west.

Stinson Field, the operating base of practically all commercial aviation in this vicinity, is leased by the Army Air Corps as an auxiliary field. There has been set aside a parcel of land lying along one side of the field 200 feet by 3000 feet, to be used by private concerns for the erection of hangars, shops, etc., allowing them to use the flying field when not in actual use by army ships. There has been a set of flying rules drawn up and enforced, applying to both Army and civilian pilots. There has been instituted a system of inspection whereby the manufacturing and repair work is carefully checked and the planes and motors are inspected at regular and frequent intervals. Such civilian pilots as hold commissions in the Air Corps Reserve are also given check rides in government planes by Army pilots, and the records of those who do not hold commissions are carefully checked and their piloting is observed from time to time. There have been no accidents in which this system of inspection was involved since it started. The Reserve Corps pilots and students from the private school are allowed to inspect, under supervision, the shops, hangars, planes and school equipment at the Air Corps Primary Flying School at Brooks Field. On the whole, the Army Air Corps is held in the highest esteem by all persons in the 8th Corps Area connected with commercial aviation.

An officer on duty at Stinson Field representing the Commanding Officer of Brooks Field, has a supervisory capacity over this activity and makes regular inspections of flying equipment and personnel.

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THE MODERNISTS TRAVEL

"The ideal way to transport the family, bag and baggage, for the summer vacation is by airplane", says Major John F. Curry, Air Corps, McCook Field. Recently Major and Mrs. Curry found themselves with their ten-weeks old daughter, Sheila, at Selfridge Field, Mich. en route for Oscoda, Mich., where they had planned to spend several weeks. While there, the tri-motored Fokker Transport owned by the Continental Motors Company arrived. Somebody suggested that they complete their journey in the Fokker, and when Major Curry expressed not only his willingness but eagerness to do so, arrangements were made and through the courtesy of Mr. Judson, President of Continental Motors, and Lieut. Pond, the pilot, the start was made at about 11:30 A.M.

Miss Sheila, completely at ease, was taken aboard in her bassinet. She slept during the entire journey, evincing no excitement whatever. Perhaps she felt so completely at home because her bath tub, electric heater, kiddie coup and baby carriage were there in the plane with her. Major and Mrs. Curry had also found their baggage problem simplified, as their large wardrobe trunk, two suitcases and golf bags found room in the same plane.

It was a day of low clouds, the ceiling being at about 500 feet. The 160 miles were covered in an hour and 47 minutes, the travelers arriving fresh and unfatigued, and it was but a step to the hotel. Sheila had not even completed her nap.

Major Curry had not the slightest hesitancy in entrusting his most highly prized possessions to this great tri-motored plane. "We would have felt safe in crossing the continent in it," he said. "As for comfort, there's no comparison between the airplane and other modes of transportation. The railway journey from Detroit to Oscoda was an overnight one on a jerkwater road. Escaping that with a young baby was enough in itself to make us feel years younger."

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HEATING THE HANGARS AT MITCHEL FIELD

By January 1st it is expected that Mitchel Field at a cost of less than \$7,000 will have three heated hangars. In spite of the modest cost, this is probably the most important improvement that has been made at the field; at least, it represents a well earned victory. During former winters it was practically impossible to work in the hangars more than half the time. Even when the weather was only moderately cold little in the way of efficiency from mechanics working with numbed fingers could be expected.

Present plans call for the walling and ceiling of three hangars by soldier labor, for use, respectively, by the 1st and 5th Observation Squadrons and the 61st Service Squadron. The Service Squadron hangar, which also serves visiting ships, will be heated from the central heating plant while the 1st and 5th Squadron hangars will have individual low pressure steam heating systems.

Wall pipe coils are to be used and the radiation planned is sufficient to maintain a temperature of sixty degrees in the hangars during zero weather. Each organization is charged with the installation of their own hangar under the general supervision of Warrant Officer E.R. Stokes, assistant in construction matters to the Post Quartermaster.

With the coming of Spring, work will start on the installation of a night flying lighting system which will make Mitchel one of the safest night fields among Air Corps stations. At a cost of \$7,600 a series of flood lights will be placed around the flying field in such manner that the entire field can be illuminated.

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CAPT. HAYES BEGINS ADVANCE WORK ON PAN-AMERICAN FLIGHT

Capt. Welcott P. Hayes, Radio and Signal Officer at Mitchel Field, sailed on the S.S. DOMINICA, Oct. 13th, for two months' duty in connection with the Pan-American Flight of the Army Air Corps around South America.

Captain Hayes' first stop will be at Pointe à Pitre, Guadeloupe, where his 400-mile sector begins, and with stops at Port De France, Martinique, Kingston,

St. Vincent, St. George, Grenada, he will continue to the end of his sector at Port of Spain, Trinidad. At each of the island cities Captain Hayes will remain for several days making arrangements for the reception of the Flyers and the servicing of their planes. He will appoint a personal representative, usually a member of the American Consulate, to carry out his plans.

At each stop the purpose of the flight which is to strengthen the bond of friendship between the United States and her Central and South American neighbors will be explained. Special plans will be made to facilitate the work of the newspapermen and photographers, as it will be impossible to carry correspondents and cameramen on the flight.

Captain Hayes is due at the Office of the Chief of Air Corps at Washington by December 15th in order to make a personal report prior to the start of the flight.

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JOHANNESBURG, SOUTH AFRICA, HEARS WHEELER FIELD ON SHORT WAVE ✓

The short wave radio installation at Wheeler Field, Schofield Barracks, Hawaii, appears to be very successful, as this Army Air Corps station was reported to have been heard with good signal in Johannesburg, South Africa, or nearly on the opposite side of the globe. This station was out of commission for two weeks on account of making the new installations, but operations were scheduled to be renewed nightly about October 15th.

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FLYING CADET WISELEY MEETS DEATH IN ACCIDENT By Selfridge Field Correspondent

Word was received at Headquarters, Selfridge Field, Mt. Clemens, Mich. on October 26th of the death of Flying Cadet Charles M. Wiseley by airplane accident at San Antonio, Texas, on the same day. Cadet Wiseley left Selfridge Field on September 27th with a detachment of the First Pursuit Group pilots to take part in the production of the Ocean picture "Wings" at San Antonio. He was flying an MB-3, ground strafing, when he met his death in a spin to the ground.

Cadet Wiseley was born in Cleveland, Ohio and was 29 years of age. He is survived by his father, Martin L. Wiseley. Cadet Wiseley enlisted September 7, 1917, and from June, 1918 to October, 1919, served as 2nd Lieut. of Infantry. He took up flying in 1922 and graduated as a Flying Cadet at Brooks Field, Texas. He was discharged from the 10th School Group at Kelly Field, Texas, February 1, 1924 and served both as an enlisted man and Flying Cadet with the 94th Pursuit Squadron from March 17, 1924 to January 7, 1926 when he purchased his discharge to accompany Major T.C. Lanphier on the Detroit-Arctic Expedition. He reenlisted by a special order from the War Department on his return from the Polar Flight on July 8th of this year and has since served with the 94th Squadron.

Cadet Wiseley has flown 1275 hours in all types of pursuit ships. Wiseley was rated as "one of the best men at Selfridge", and his loss is keenly felt by a host of friends both among the officers and enlisted personnel.

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ALTITUDE TEST FLIGHTS AT LANGLEY FIELD, VA. ✓

Since August 17th last the 50th Observation Squadron, R.S., at Langley Field, Va. has been conducting service tests on two DH-4M-2S airplanes, which are ordinarily DH-4M-2 planes equipped with form "F" Turbo superchargers.

On the first trials the supercharger air manifolds on both planes cracked wide open and had to be sent back to McCook Field for examination and repair, but since they were received at Langley Field the second time no trouble was experienced with the superchargers.

Attempts are being made to get oxygen equipment, but all flights have been made without oxygen, a total of ten to date, two of which were unsuccessful.

Captain Wm. H. Francisco had trouble on October 26th and it is believed burned up a motor and supercharger. A full investigation of the cause has not been completed, but it seems that the motor got red hot without indicating the fact on any of the three thermometers, and at 5,000 feet started smoking so badly that he thought it was on fire. He landed the plane in a very small field near Poquoson without damage.

Missions were flown by the following pilots who attained the indicated alti-

tudes without oxygen:

Corporal S.W. Brown	18,200 and 28,200 feet
1st Lt. L.S. Webster	22,000 feet
1st Lt. E.S. Davis	22,000 "
1st Lt. E.A. Hillery	20,000 "
1st Lt. E.H. Bassett	20,000 "
1st Lt. J.E. Adams	24,000 "
Staff Sgt. J.M. Craine	24,000 "
Flying Cadet H.A. Wheaton	25,000 "

Temperatures encountered were under seven degrees below zero, centigrade, from 18,000 feet up, but it feels much colder. A strong wind from the west was encountered on all missions.

Cadet Harold A. Wheaton passed through a thin layer of clouds at about 15,000 feet and when, after climbing to 25,000 feet he came down through them, he found himself over water with land to the west of him. Not having flown in this section long he did not realize that he was over the Atlantic Ocean and that the land was Cape Charles across the Chesapeake Bay from Langley Field. He landed, located himself, struggled into Langley Field practically out of fuel. The searching party was already on the alert ready to take the air.

The supercharger in its present experimental form seems to be anything but fool proof but everyone is enthusiastic about the performance of these planes, with this type of supercharger. At 28,200 feet Corporal Brown reports that the motor turned up 1790 R.P.M. and gave an air speed of 30 M.P.H. and that the maneuverability at that altitude was about as good as it was at 16,000 feet, which is as good as an ordinary metal DH at any altitude.

All pilots have been reaching 20,000 feet in about 30 minutes and report that the maneuverability is remarkably good at all altitudes over 5,000 feet and seems to improve constantly.

One limiting factor is that while these planes have 110 gallon fuel tanks they use at least 50 gallons per hour at maximum climb.

The consensus of opinion among those pilots who have flown these missions is that when oxygen equipment is installed a maximum altitude of around 35,000 feet can be expected of these planes.

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THE MUNICIPAL AIRPORT AT BUFFALO, N.Y. ✓

Buffalo, New York, now boasts of a municipal airport which is an admirable one in all respects. The field is situated 8 miles from the center of Buffalo's business district. The airport is of irregular shape, containing approximately 518 acres, is on high flat ground having a gentle slope which together with the complete pipe drainage system installed assures adequate drainage. There are two main runways across the field, one in an east and west direction and the other in a northeast and southeast direction, each being 2500 by 100 feet. These runways are approximately in the direction of the prevailing winds. Other runways are being constructed and are expected to be completed by next Spring. Each runway is tile drained and paved with cinders, rolled, so as to assure a firm dry surface under all weather conditions. It has been found by experiment that snowfall will not remain on such runways, and the builders believe that they can be used every day in the year.

Three hangars have been constructed on the field, two of which are 65 by 80 feet and the third, 80 by 100 feet. These are of steel, brick and glass construction giving the best possible daylight conditions inside. The concrete floors slope toward a submerged drain extending along the front of each hangar. A completely equipped garage and shop are also completed and fire apparatus has been installed. A special gasoline supply truck, equipped with four 5-gallon Foamite fire extinguishers is used for refueling planes on the field. There are also first aid rooms, and the administration building which commands a full view of the field is under construction. Paved runways lead from the hangars past the central administration building to the cinder runways. This assures pilots of being able to taxi to and from hangars under all weather conditions.

The buildings are white on all outside surfaces, thus giving pilots an exceptionally fine and distinctive steering mark. Two municipally owned wells on the property are expected to produce enough gas to heat all the buildings to comfortable temperature at all times. The field manager has an office in the administration building which is glass enclosed and which commands a view of the entire field.

Central telephone and fire alarm systems connect all parts of the field through the administration building.

Machine shop facilities are provided and a restaurant is to be made a field facility. Provision is made for the construction of houses for field workers. A revolving seven million candle power beacon is being installed on top of the administration building. There are also spot lights for projection onto the runways for night flying.

Pilots who arrived at the field say they have seen the black cinder runways and the white hangars while 20 to 30 miles distant from the field.

Thus far the field and equipment have cost the City of Buffalo approximately \$700,000. Attempts to establish an airport in Buffalo were made as far back as 1922 by the Aero Club, the Buffalo Chamber of Commerce and other organizations. In 1925 the Buffalo Chamber of Commerce undertook an intensive investigation of suitable airport sites in the vicinity of the city. Three were recommended and one was approved by the City Council. Major John M. Satterfield, the designer of the field, was in charge of the work of providing adequate air terminal facilities for the U.S. Army in France. In that capacity he had opportunity to observe their construction and actual operation under all conditions. The construction was in charge of Lieut. E.M. Ronne, who served as a pilot in the U.S. Air Service during the war and has been actively engaged in flying and field operation since that time. Work was started on the field on May 3, 1926, and it has been in constant use ever since. The Buffalo City Council selected Lieut. E.M. Moore, former Air Service pilot and manager of Curtiss Field as manager of the Airport.

The dedication of the field took place on September 25th last, several hundred people braving the inclement weather to witness the ceremonies.

In the absence of the Mayor of Buffalo, Major John M. Satterfield, a prime mover in the establishment of the Airport, was master of ceremonies. A musical program was rendered by the 23th Infantry Band from Fort Niagara, N.Y. Among those present were the Hon. F. Trubee Devison, Asst. Secretary of War in Charge of Aviation, Major General Mason M. Patrick, Chief of Air Corps, and Mr. W. Irving Glover, Second Assistant Postmaster General.

NOTES FROM AIR CORPS FIELDS

Hdqrs. 2nd Div., Air Corps, Fort Sam Houston, Texas, Oct. 4th.

A new class of Reserve Officers, the last to be trained at this station, reported for temporary duty from Oct. 3rd to 18th, incl., all members of the 90th Division. Sixty-two officers were previously attached to this station for training.

Lieut. O.P. Weyland and Staff Sgt. George A. Wiggs, 12th Obs. Sqdn. returned Oct. 3rd, piloting two new Douglas O-2C planes from Santa Monica, Calif.

Captain Walter Bender in temporary command during the absence of Major John N. Reynolds at the Air Races at Philadelphia was ordered to McCook Field to serve in an advisory capacity on a Board of Engineers designated to make certain changes in the design of the rear cockpit of the new O-1 (Falcon) Observation plane. Capt. Bender was actively connected with the present adopted design of the rear cockpit of the Douglas O-2 Observation plane. It is not believed Capt. Bender will return here upon completion of the above duties, as telegraphic instructions so far received indicate that he will report to Mitchel Field, N.Y. immediately thereafter possibly for permanent station.

Lieut. H.R. Ogden piloting a DH, with Corp. Duke as passenger, left Oct. 2nd for College Station, Texas on a cross-country training flight, returning the following day. On the same day Lt. Harry Weddington piloting an O-2 with Staff Sgt. Peterson as passenger, left on a cross-country training flight to Hugo, Okla., returning the following afternoon.

Lt. Guy H. Gale on duty here since April, 1923, was ordered to Chanute Field for a course of instruction in Photography, leaving October 3rd.

Major John N. Reynolds returned here Oct. 2nd after attending the Air Races at Philadelphia, Pa. He flew a Douglas Observation plane.

Hdqrs. 2nd Div., Air Corps, Fort Sam Houston, Texas, Oct. 12th.

The fourth class of Reserve Officers, Air Corps, to be trained by the personnel of this station this season, is now in the midst of their work and progressing quite satisfactorily. This class consists of only six officers, also of inactive units of the 90th Division, four holding rating of Junior Airplane pilot and two observers. The usual routine of training was followed, consisting of flying training, aerial gunnery and bombing (simulated, using camera obscura), photography, aerial reconnaissance, sketching, etc. In addition to the above, all reserve officers are being trained in all other departments, such as administrative, supply, engineering, parachute, armament and many other duties with which a thoroughly competent air officer should be familiar. Most of these subjects must necessarily be taught through lectures during the afternoons - due to the short training period. Trap shooting and pistol firing is also being devoted to afternoon work. Since July 15th this station has had under training 63 Reserve officers, Air Corps, which is considered a more than fair quota for a small unit. But WE LIKE TO WORK.

Upon departure of Capt. Walter Bender for Mitchel Field, N.Y., his new station 1st Lt. Harry Weddington took over all the duties vacated by the former - Adjutant, Operations and Information Officer, Divisional Representative, etc., so our BUSINESS AS USUAL sign is out.

Cross-country flights over the week end were made to Austin, Texas by the "flying" Reserve officers, carrying their observers as passengers. This flight was made in formation the entire distance and was carried out very successfully, according to 1st Lt. Wm.R. Sweeley who accompanied the flight as umpire.

Lieuts. H.R. Ogden and O.P. Weyland made a cross-country flight in a Douglas O-2 and a DH to Dallas, Texas, via College Station and Houston, Texas.

Hdqrs. 2nd Div., Air Corps, Fort Sam Houston, Texas, Oct. 23rd.

The personnel of this station, after almost four months of continual work training reserve officers, returned to routine duties, in addition to an immense amount of construction and repair work of buildings necessary before the rainy season begins. When this command arrived here from Fort Bliss, Texas on June 23rd for station, conditions, so far as housing of personnel, supplies and equipment were entirely inadequate. This has gradually been remedied, however, by the erection of new buildings, renovating of old ones, building of a garage, barber shop and recreation room, reconstruction of enlisted men's quarters and dining room, etc. An old building formerly quarters of the old Remount Station was moved fully a

mile from its old site and is now under reconstruction, to be used as a Headquarters Building, Operations Office and Surgeon's Office. This work is expected to be completed by December 1st and the building ready for occupancy.

October 18th ended this year's reserve training camps at this station, the fourth and last class completing their 15 days' active duty. This last class of six officers of the 315th Observation Squadron, 90th Div. were Capt. W.F. Long, 1st Lts. H.B. Barnhart, C.A. Keen, 2nd Lieuts. N.G. Bone, L.H. Douthit and V.R. McClintock. In a letter to the 2nd Division Bulletin, San Antonio, Texas Capt. Long expresses his command's eminent satisfaction with the manner in which all instruction was conducted and arranged by the Regular Officer personnel of this station.

Major John N. Reynolds left Oct. 20th in an O-2 accompanied by Tech. Sgt. Frank B. Maloney, on an inspection tour of border airdromes at Fort Clark, Marfa, Dryden and El Paso, Texas; Tucson, Arizona and Lordsburg, N.M.

A considerable amount of photographic, aerial work is being performed by 1st Photo Section with Lieut. Otto P. Weyland as pilot and Master Sgt. Carl Dahlgren as photographer.

Lieut. Leonard D. Weddington who has been a member of the 2nd Div. Air Corps since March, 1923 is now under orders to Kelly Field, where he has been for some time on detached service, having been selected as pilot in the proposed Pan American flight which is expected to leave San Antonio on or about December 15th. Upon receipt of the Amphibian planes in which this flight is to be made, land and water tests will be made from Kelly Field, using Medina Lake for all water tests.

Staff Sgt. Fred I. Pierce with Master Sgt. Edmond H. Thile left on a cross-country training flight for Fort Bliss, Texas.

Clark Field, Pampanga, P.I., Sept. 1.

Despite being in the midst of the rainy season this station put in a total of 119:10 hours of tactical flying. We have four PW-9's and six MB's in commission, and have used the PW-9's in formation with the MB's as the reserve for offensive maneuvers.

In compliance with our training schedule, all pilots have to date a total of eight hours' aerial gunnery, firing on ground targets. The pilots are greatly interested and are getting up some good records and expect soon to set up a real record for the boys in Hawaii to outdo. At the present writing Lieut. J.G. Williams and Lt. George Schulgen are tied for high score.

The transport sailing Sept. 22 took from us Lieuts. James G. Taylor and Benj. W. Chidlaw. We are sorry to have these members leave, but know they will be in good hands in the States, as both are returning to San Antonio, Lt. Taylor to Kelly Field and Lt. Chidlaw to Brooks Field.

The THOMAS brings over 15 Air Corps Officers this trip. Much excitement prevails in anticipation of their arrival. The arrival of the THOMAS is an occasion looked forward to with much pleasure and is duly celebrated. The flying time for that day runs well up into the thousands of hours.

Headquarters Philippine Department, Manila, P.I. September 9th.

Camp Nichols, Rizal, P.I. The Camp Nichols Basketball squad, coached by Lt. Carlton F. Bond, has been burning up the Post of Manila League winning their first five league games. They are the "dark horse" of the league. The team made a clean sweep of its games with the four 31st Infantry Battalions. Although the members of the "five" never played together before, they are rapidly getting their team work running smoothly, and should be a very formidable bunch at the end of the season. Lieut. Bond worked wonders with the material he had, considering that there were no proper facilities for the game on the post. A court was laid out on the new hangar, but the cement floor was too hard on the feet, and some of the boys are still feeling the effects of practice on it. During the league season the boys practiced on the excellent court of the new Army & Navy YMCA in Manila. A loyal bunch of rooters turned out for every game and all are pulling for the boys to boost the Air Corps by copping the "Cup".

Headquarters, 4th Composite Group. This organization performed the usual garrison duties during the month with very little change. 1st Lieut. John A. Kase was transferred to the organization from the 3rd Pursuit Squadron, Clark Field, and is now Signal Officer, Meteorological Officer, Communications Officer of the post, also Organization Mess Officer. Combined with a few Board and Courts, Lieut. Kase is free to do what he pleases with his spare time. However, we are in great hopes

of seeing him appointed Athletic Officer, E. & R. Officer and a few more things, so that he can get in a little over-time, which we all know pays time and a half (NOT). The rain keeps everyone indoors most of the time, and when it does let up the fellows who go out to enjoy sunshine (Sunshiners) have to duck back on the double when Jupe P. double crosses them by sluicing down a few buckets of water thru the clouds, even though the sun does shine at the time.

Flight "B", 2nd Observation Squadron. The flight is now in its new hangar, having finished moving planes and equipment into it the first of the month. So far this month 230 flights have been made, with a total flying time of 45 hours, 20 minutes.

Lieut. "Concrete" McMullen had an impromptu fresh water bath in Laguna de Bay, the middle part of the month. He was in the observer's cockpit of a Loening Amphibian when it landed in the Bay, and was thrown from his seat when the plane nosed up after the collapsing of the forward pontoon. Chartering a passing boat, he went ashore and took a train to Manila. A day or so later, he took a crew and a barge, raised the ship and brought it to the field.

Apparatus for use in picking up ground messages to be used in connection with the flight training schedule has been made by Lts. McMullen and Rush. Recent tests were very successful.

Staff Sgt. John Caywood was transferred from Flight "A" and will probably be assigned to the hangar, either as a rigger or as a trouble shooter.

66th Service Squadron. Capt. Robert Kauch, our new Squadron Commander, relieved 1st Lt. Shiras A. Blair, who completed his tour of foreign service and is returning to the "Good Old U.S.A." The picturesque area surrounding the barracks and recreation room is an accomplishment that the Squadron can well be proud of. Oriental flowers and shrubbery were used for this work. Owing to the high morale of the squadron, 1st Sgt. Warren decided to remain with us for a few months longer. A three-chair barber shop was put in operation in the squadron recreation room. The shop is doing a rushing business with the "Barrio Sheiks".

28th Bombardment Squadron. Airplane No. 25-231, COA-1 (Loening Amphibian) was completely washed out while landing in the waters of Laguna de Bay. In making the landing, the plane sank in the shallow water and turned up on its nose. Lieut. Byron E. Gates, the pilot, sustained a broken nose, and the observer, Lieut. McMullen, escaped without injury.

Sixth Photo Section. The Photo Section was very busy the past month assembling mosaics of different localities, in addition to printing negatives now on hand. At a recent inspection, the Section received commendable praise from our Commanding Officer.

Kindley Field, Fort Mills, P.I. Although this is the open season for typhoons in the Philippines, it has generally been considered a "good rainy season" thus far. There were many days, however, during which the breakers have boomed in angrily against south shore. An almost continuous thunder is present. First comes the roar of the breaker itself as it piles in sweeping before it thousands of smooth round stones about the size of one's fist upon a twenty degree beach and then sucking them back as it recedes to make way for the next one. Some of our more ambitious swimmers brave the breakers each afternoon and enjoy one of the best sports in the Islands.

That the Engineering Department activities are not wholly upon aircraft is evident when one enters the shop. A 24 foot motor boat has just been reconditioned and presents an attractive appearance in her "dry dock". Her hull has just been recovered with sheet copper and now bears a brilliant coat of pontoon red paint. As soon as the motor overhaul is completed she will again be our "service boat" to render aid to some pilot some day in need. On her bow she bears the name "Osprey" reminding one of General Mitchel's pet plane of that name. Then too there is the "Marjorie" - product of our own brain and brawn, a twenty foot Ford motored boat built under the direction and in fact largely by Staff Sergeant T.E. Mallory in these shops. She it is who will render additional aid to the Osprey or take her place when necessary. It is rumored that Private 1st Class Emery Tate will be Chief Skipper upon these fine craft. In fact this assignment causes him to look with pleasure toward the future, his 3rd year in the Islands.

Staff Sergeant John Caywood left August 26th for Camp Nichols where he will spend the remaining year of his assignment here. During the past year he has been crew chief on one of the Douglas seaplanes. He will be greatly missed in the Department. It will be remembered that Sgt. Caywood participated in a most eventful Southern Island flight several months ago visiting the principal points of interest south of here. During this trip thrills were the ordinary program of the day.

Sunshine or rain, rough water and smooth, loss, recovery and repairing of plane were but incidents leading up to the crisis when the seaplane landed in a coconut grove and burned up. Yet neither the pilot nor Sgt. Caywood were injured and they even saved their baggage. All good wishes of the Department follows them.

Our supply problem is now smoothing out beautifully with the cooperating help of Captain E.E. Adler, Commanding Officer of Philippine Air Depot, Lieutenant Mark H. Redman our own station supply officer and Staff Sergeant R.H. Frick, his new right hand man. The World Fliers should have come in for high praise. Had they used the spares supplied them at Tokio, Japan and other romantic points and now at this station we would hardly be flying the Douglas today.

Wright Field, Fairfield, Ohio. October 21st.

Capt. A.W. Stevens left for Fort Bragg, N.C., Oct. 11th and during the next five or six months expects to be busily engaged on aerial photographic work in connection with the Field Artillery. His successor as Commanding Officer of the 7th Photo Section is Lieut. Winfield S. Hamlin.

Lieut. E.D. Perrin of Brooks Field arrived here by rail for the purpose of ferrying a PT-1 back to his home station, the plane having been given a complete overhaul at the Repair Shops.

Lieuts. Malcolm N. Stewart and Robert E. Self flew to Latrobe, Pa. in DH's, October 8th to assist in the dedication of the Longview Flying Field. They returned to Wright Field, October 10th, making a safe landing after dark.

Lieut. Donald G. Duke of the Office, Chief of Air Corps was at Wright Field recently conferring with Major A.W. Robins on matters of policy pertaining to the Model Airways.

Lieut. Francis E. Cheatle, from Chanute Field, reported Oct. 15th and was assigned to the 88th Squadron for duty.

Corporal Gallagher, Assistant to the Supply Officer at Chanute Field, spent several days at this field to straighten out a number of Air Corps Supply problems.

Lieut. F.B. McConnell, Commanding Officer of Blackwood Field, Nashville, Tenn. visited this Section on October 14th.

Lieut. B.S. Thompson ferried a C-1 from Fairfield to Aberdeen, Md. on October 15th. While here he was the house guest of Lt. Self.

Brigadier General Wm. E. Gillmore was here for several days early in October as the house guest of Major A.W. Robins.

Capt. Edward Laughlin flew to Chanute Field on October 5th to inspect some Jenny airplanes with a view of having them shipped to Fairfield for overhaul.

Many notable social events have taken place at Wright Field during the past few weeks. The departure of Lieut. and Mrs. Maitland has been the motif for numerous bridge dinners and farewell parties, and the charming visitors at the quarters of Lieut. and Mrs. Self - Miss Manning and Miss Conors - have been the honored guests at a series of teas, suppers and dinners.

Staff Sgt. J.G. Oneal of the 88th Squadron received his commission as 2nd Lieut. in the Air Corps and has gone to Middletown, Pa. The Squadron regrets his departure, as they lose a splendid noncommissioned officer, but the Air Corps has gained a worth while officer. At an informal party his friends in the Squadron presented him with an engraved saber as a token of their esteem and friendship.

Selfridge Field, Mt. Clemens, Mich. October 19th.

The Group heard the call of the "Movies" on Sept. 27th when 1st Lieut. J. Thad Johnson, 2nd Lieuts. Carl J. Crane, Kirtley J. Gregg, William L. Cornelius, Clarence C. Irvine and Cadet Charles M. Wiseley took flight for San Antonio by the Selfridge-Scott-Muskogee-Dallas-Fort Worth-San Antonio route for participation in the picture "Wings". Barring the possibility of these embryo "actors" signing life-long contracts with the films, their return is expected about October 25th.

Second Lieutenant W.G. Plummer from Kelly Field joined the First Pursuit Group and brought with him the sad news that 2nd Lieut. C.P. Bradley, who was to have accompanied him north to Selfridge, suffered an injury to his shoulder in an automobile accident near San Antonio when he was run down by another car. It is reported that Lieut. Bradley will be a hospital patient for some weeks to come.

First Lieut. George H. Finch, A.C.R., 2nd Lieut. Leonard H. Rodieck, 94th Sqdn. and 2nd Lieut. Joseph G. Hopkins, A.C.R., took flight for the Sesqui-Centennial Air Park at Philadelphia, relieving Lieuts. Hunter, Smith and Williams from duty with the Composite Air Corps Squadron to enable them to return for aerial gunnery.

On Sunday, October 17th, Major T.G. Lanphier, C.O., of the first Pursuit Group, 1st Lieuts. Victor H. Straka and L.C. Wallory took off for Youngstown, Ohio to take part in the dedication ceremonies of the Flying Field at that place, and perform acrobatics with their fast pursuit planes.

The friends of 1st Lieut. Stanton T. Smith of the Little Rock Intermediate Depot, welcomed his brief visit to Selfridge Field while he was en route to Camp Skeel for aerial gunnery work. Lieut. Smith was stationed at Selfridge prior to his southern assignment and seemed delighted to return again to the 1st Pursuit Group, even though his sojourn will be brief.

Major Harley W. Lake, A.C. Reserve, left Selfridge for cross-country training for Bolling Field in a PW-8. Major and Mrs. Lake are the house guests of Capt. and Mrs. Vincent B. Dixon during the Major's period of training.

The "log book" at Operations Office discloses, among other things, the following flights during the past week: Capt. Frank H. Pritchard, C.O., 17th Sqdn., to Bolling Field; Cadet Wm.H. Doolittle to Toledo; Cadet Ernest H. Lawson piloted 1st Lieut. Richard C. Coupland, Ordnance Dept. to McCook Field; 2nd Lieut. Lee Gehlback, 94th Sqdn. to Mitchel Field, L.I., N.Y.; Cadet John E. Bodle, 27th Squadron to Bellefonte, Pa.; and Cadet Wm.H. Doolittle to Bryan, Ohio.

Selfridge Field, Mt. Clemens, Mich. October 26th.

Second Lieut. Norman S. Fuller, A.C. Reserve, of Waterman, Ill. is scheduled to join the Group for two weeks' training on Nov. 1st.

Word comes that 1st Lieut. Hugh C. Minter will join the Group shortly after his return to the States from the Canal Zone.

Cadet Ernest H. Lawson, accompanied by Mr. N. Wolfe, of the Michigan National Guard, flew to Youngstown, Ohio. Second Lieut. Lee Gehlback, 94th Sqdn. took off for Chanute Field, Rantoul, Ill. on October 25th.

From Camp Skeel, Oscoda, Mich. where Capt. Hugh Elmendorf, 1st Lieuts. Arthur G. Liggett, Irwin S. Amberg, 2nd Lieuts. Lawrence C. Ellicott and Charles H. Deewester are engaged in gunnery maneuvers, word comes of continued activity. First Lieut. Stanton T. Smith did some excellent shooting at the targets, making 772 hits out of a possible 1000, a score much over the "expert". Lieut. Ellicott is quite up to his old form and in his preliminaries is "banging them home" with uncanny ease. The group now at Camp Skeel constitutes the second echelon, and should complete their work about November 1st. The bracing cold of the northern lake camp keeps Captain Tate Collins, Medical Corps, a busy man with his additional duties as Mess Officer. The Captain thinks that if all of the pilots shoot like they eat, all should qualify for "expert" without any difficulty.

The Air Corps battled the Infantry for supremacy as holders of the State Military Football Championship on Saturday, October 23rd, when the Selfridge Fliers met the 2nd Infantry at Fort Wayne, Mich. in an exciting struggle which ended with a 6-3 score for the Infantrymen, and sent them on to Fort Sheridan to wrestle for the championship of the Sixth Corps Area on November 12th. Both teams fought a hard battle before a large crowd of spectators from both posts, and both sides were literally "speechless" after the game from the ardor that let itself loose in enthusiastic yelling for "our" team. Selfridge played the Pontiac (Michigan) merchants on the next day and staged a comeback with a 14-12 victory.

The officers of Fort Wayne entertained the officers from Selfridge Field after the game at a delightful dancing party, which was held in the beautifully decorated Officers' Club. After that the defeat was not so hard to take.

San Antonio Air Intermediate Depot, Duncan Field, Texas. October 19th.

Major Pirie, our commanding officer, left here Oct. 2nd by rail for Santa Monica, Calif. under orders to obtain a Douglas O-2 from the Douglas Aircraft Factory, which he ferried to this Depot, returning the 12th.

Lieut. R.V. Ignico, Depot Supply Officer, and Lieut. A.W. Vanaman, Chief Engineer Officer of this Depot returned Oct. 12th from an extended cross-country for a series of most profitable conferences on Air Corps supply and maintenance affairs, having visited Love Field at Dallas, Texas; Hatbox Field at Muskogee, Okla.; the Fairfield Air Intermediate Depot, McCook Field; the Office of the Chief of Air Corps; and Post Field at Fort Sill, Okla.

Lieut. T.H. Chapman, Operations Officer of the Depot left October 14th by rail for Fairfield Air Intermediate Depot under orders to obtain the Douglas World Cruiser at that Depot and ferry it to this station.

Captain George R. Gaenslen, Air Corps Reserve, of San Antonio completed 15 days' active duty on October 17th, this being his third tour of duty at this station.

Major Frank D. Lackland, our former Commanding Officer, was a visitor from Fort Crockett on two occasions this month.

Lieut. Carl A. Cover, Inspector at the Douglas Aircraft Factory, Santa Monica, Calif. together with Mr. Donald Douglas of that establishment were visitors at this Depot, having arrived by air on October 16th for the purpose of inspecting the Douglas planes in this section, returning the 18th.

Warrant Officer Mayberry of this depot has been under treatment at the Station Hospital, Fort Sam Houston, Texas since October 13th.

Crissy Field, Presidio of San Francisco, Calif. October 19th.

Major Delos C. Emmons, the Commanding Officer of Crissy Field, recently made the field-inspections of the National Guard Air Corps of Washington and California.

First Lieut. John W. Benton, pilot, with Major H.B. Clagett of the Air Office, as observer, made several long cross-country flights in the Loening Amphibian which were very successful. Lieut. Benton is the one officer from the West selected to participate in the coming Pan-American tour by the Air Corps.

Second Lieut. George E. Henry, from Spokane, Wash. was assigned to the 91st Obs. Squadron on Sept. 20th.

Second Lieut. Walter G. Bryte, now on two months' leave, was recently assigned to the 91st Obs. Sqdn. Second Lieut. Wilfred J. Paul was also assigned to Crissy Field and is at present on leave of absence.

Lieut. Lloyd Barnett was ordered to Chanute Field, Rantoul, Ill. on detached service for duty as Instructor in the Armorers' School for 5 months. First Lieut. Willis R. Taylor is on duty with the Famous Players Lasky Corporation in Los Angeles, Calif., aiding in the filming of the picture "Wings".

Langley Field, Hampton, Va. Sept. 28th.

19th Airship Company. Major John D. Reardan of the General Staff came to Langley Field, Lighter-than-Air Section, where he is attached for flying duty only, and on Sept. 20th took the TC-5 for a reconnaissance and radio test flight. The weather was beautiful and the guest from the General Staff was very pleased with a five-hour flight over the Virginia State.

The general routine training and test flights were made daily by the Airships TC-5 and TC-9, as far north as Richmond, and as far west as Crewe. The flight to Richmond was made up the James River with 2nd Lieut. Kieburtz in command, in record-breaking time.

On Sept. 24th at 8:40 A.M. the TC-5 with 1st Lieut. W.A. Gray in command left Langley Field for Washington. A Pathe News Cameraman was aboard and took some interesting pictures of the Capital.

For the first three weeks of September the Company with the Airships TC-5 and TC-9 made a total of 106 ship hours. As several cross-country trips are being planned for the coming week, the ship hours will mount much higher by the end of the month.

59th Service Squadron. 1st Lieut. Paul L. Williams assumed command during the temporary absence of Lieut. Hayward who is on leave.

First Sgt. Hixson and Staff Sgt. Catarius will go to Fort Eustis with the Langley Field Pistol Team. Both men are expert pistol shots, averaging well above 90% for the prescribed course of firing.

Technical Sgt. Glascock is cross-country to Kelly Field, Tex. He is under orders to sail for Panama from New York on December 2nd next.

During the week three reenlistments were made in the organization - Sgts. Harrison and Littlejohn and Private 1st Class McKenna.

20th Bombardment Squadron. Squadron flying activities for the past week were confined mostly to training with one cross-country flight thrown in for variety. A total of six hours and 20 minutes with 19 flights were flown and as this is much less than the usual "flying time", it is needless to say that the men are taking advantage of it to the fullest.

Lieut. B.A. Bridget, recently appointed from the ranks of Flying Cadet, was assigned to this Squadron, taking over the duties of Operations Officer. We feel sure he will prove as efficient and conscientious as his predecessor, Capt. Cecil G. Sellers.

Lieut. A.Y. Smith on detached service at the Centennial at Philadelphia for some time, received orders sending him to Chanute Field for a course of instruction. We wish the Lieutenant success in this new venture.

Our Commanding Officer, Capt. Willis H. Hale, was recently installed in the Official Chair of the Post Adjutant, where he will remain while the latter is enjoying a well earned leave of absence. We are glad to know that the position is only temporary, as the duties connected with it are many and demand so much attention that the Captain has very little time to spend with the organization.

Langley Field, Hampton, Va. October 27th.

50th Observation Squadron. Lieut. Guillett of the 3rd Attack Group, Galveston, Texas arrived here during the week ferrying a DH-4 for the Air Corps Tactical School, this station. He departed for Fairfield, O., ferrying the Squadron's last Fokker CO-4 for overhaul and then issue to another squadron.

First Lieut. Everett S. Davis, Squadron Operations Officer, returned from Rockwell Field, Calif. ferrying an O-2-C plane to this station for the Air Corps Tactical School. This trip was made in 24 hours and 35 minutes flying time.

Lieut. Elmer J. Rogers arrived at Kelly Field, Oct. 6th in a CO-4 plane which he will fly for the Famous Players-Lasky Corporation in their new picture "Wings".

20th Bombardment Squadron. 1st Lieut. E.H. Bassett left October 13th in an NBS-1 for Philadelphia to participate in an aerial demonstration to be held during the American Legion Convention.

96th Bombardment Squadron. A three-ship formation left this Squadron on October 11th for Philadelphia piloted by Captains Rust, Francisco and Lieut. Rundquist.

Among the new arrivals in the 96th are Lieut. Rundquist and Cadet Stowell.

59th Service Squadron. Tech. Sgt. James Gall arrived from Panama as replacement for Tech. Sgt. Glascock, the latter being scheduled to sail for his new assignment on transport from New York on December 2nd.

The organization completed the prescribed Pistol course, qualifying 12 Experts, 6 Sharpshooters and 16 Marksmen. Staff Sgt. Cattarius turned in the highest score with 1st Sgt. Hixson second by one percent.

Sergeant Hixson brought home the coveted Gold Medal for the highest score in the pistol match at Fort Eustis, winning over the crack Marine shot by one percent. This match was the Old Dominion Rifle and Pistol Match, and Sgt. Hixson's victory brings honor to Langley Field and especially the 59th Sqdn.

Lieut. Wm. A. Hayward returned from 30 days' leave and assumed command.

Field Service Section, Materiel Division, Fairfield, O. Oct. 20th.

Majors H.C. Pratt and Carl Spatz spent several days at the Field Service Section early in October for the purpose of conferring with Major Brett and his assistants regarding the allocation of aircraft to the various stations during the next year.

Lieut. Theodore K. Koenig, Commanding Officer of Sand Point Airdrome, near Seattle, Wash. stopped at the Field Service Section October 4th and 5th to make arrangements regarding supplies and equipment needed at his station. Lt. Koenig is making an extensive flight, having proceeded from Sand Point to Bolling Field, and is now returning to his home station. He is accompanied by Master Sgt. L.G. Hubbell of the enlisted Air Reserve.

Lieut. R.V. Ignico, Depot Supply Officer, San Antonio Air Intermediate Depot and Lieut. A.W. Vanaman, Engineer Officer at the same station are at the Field Service Section making a study of supply problems. Lieut. Ignico was formerly in charge of the Materiel Branch (of Field Service Section) and has always been actively interested in Supply. Lieut. Vanaman is equally interested in Repair Depot operation and he has spent many hours in the shops at the Fairfield Air Intermediate Depot.

Lieut. E.C. Whitehead and Mr. Cornelius G. Loose flew to Selfridge Field on October 2, to inspect and witness aerial machine gunnery.

Mr. Wesley F. Longletz and Mr. LaVergne Cook spent several days at Scott Field, early in October.

Lieut. O.O. Niergarth and Lieut. J.L. Stromme flew to Selfridge Field on October 2nd in a DH. Lieut. Stromme piloted the same plane back to Wright Field, while Lieut. Niergarth brought back an O-1 for reconditioning at the Repair Shops.

The LB-1 catalog is now completed and is being distributed to the Service at

large. Nothing that is prepared by Field Service Section is as popular as the Air Corps Catalogs; and no effort is spared to make them accurate, informative and useful. Suggestions for the improvement of catalogs (of aircraft, engines and Air Corps property of other classifications) will be gladly received; comments of Supply Officers and Engineer Officers are particularly desired.

Major George H. Brett proceeded to Middletown, Pa. in a P-1A on October 14, making the trip in 3 hours and 15 minutes. He was the guest of Major Weaver at Middletown. Major Brett made an inspection of supply and engineering conditions, and he reports that the Middletown Depot is well able to handle the work that is assigned to it.

New officers who have recently reported for duty are Lieuts. Joseph L. Stromme, Harry G. Montgomery, and M.S. Lawton, who have been assigned to the Materiel Branch. Captain Morris Berman is expected to arrive in a few days.

Mr. Malcolm H. Gillette (Jerry Gillette) left in October for Washington, D.C. on temporary duty. The object of his trip is to assist the Training and War Plans Division in the distribution of aircraft to the stations where they are most urgently needed.

Mr. Donald S. Smith of the Transportation Branch, Washington, has been here on detail during the past two weeks. Mr. Smith is looking after the transfer of some of the transportation activities from Washington to the new Finance Unit at the Field Service Section.

Russell S. Ryan, a 2nd Lieut. in the Air Reserve, who in civil life is with the New York Office of the General Electric Company, has completed two weeks active training at the Field Service Section. He is especially interested in the procurement of supplies. The following statement was made by Lieut. Ryan upon his departure:

"I have been on active duty for two weeks in the Field Service Section, Fair-Field, Ohio. During my two weeks here I got a general idea of the duties required of an officer of that Section; how it coordinates with the Engineering Division at McCook Field and with the War Plans and Training Division at Washington. The Field Service Section is charged with the upkeep and supply of all Air Corps property to all stations under the Chief of Air Corps.

"My stay here has been both instructive and pleasant. The officers have been exceptionally willing to show me all the phases of the work in this Section. Of course this is nothing more than I expected of the Air Corps Officers as it is characteristic of this branch of the service."

Maxwell Field, Montgomery, Ala. October 21.

Work on quarters for married noncommissioned officers is being rushed as rapidly as possible and will probably be completed within the next six weeks. Six sets are being built and promise to be exceptionally nice for living quarters.

The officer personnel of this station was considerably strengthened with the appointment of Flying Cadet N.L. Cote, Lieuts. A.J. Lehman and Claire Stroh, Air Corps Reserve, as 2nd Lieutenants, Regular Army. Lieut. M.E. Gross arrived for duty from the Philippines on Sept. 26th and was appointed Post Transportation and Post Prison and Police Officer.

Two DH-4M2's took off for Fort Benning, Ga. on the 15th, flown by Lieuts. Gross and Old, with Lieut. Denniston, Observer, and Tech. Sgt. Corbett, photographer. Experiments on Identification of Front Line Troops were conducted for the Department of Experiment at the Infantry School. This mission was the first of several which will be flown for the Infantry Board during the next four months.

Lieut. G.A. Whatley took off for Chanute Field on October 5th for a five months' course in Armament.

Lieut. O.L. Rogers departed on the 15th to enjoy a thirty days' leave at Dallas, Texas.

Two old timers, Private 1st Cl. E.C. Taylor and Pvt. John C. Krajicek, the Squadron's premier parachute jumpers de luxe, recently returned from Chanute Field where they were learning the why and wherefore of general and auto mechanics, respectively. Quite a few are doing some thinking about this pair, as both left Chanute together, but Krajicek arrived some three days later than Eddie, so it is presumed that John C. travelled via the box car route, instead of the Valsparred route.

Brooks Field, San Antonio, Texas. October 13th.

The following officers were recently added to the permanent personnel of this station: Lieuts. F.P. Kenny, R.A. Snavelly and O.R. Cook from the Philippine Islands; Lieut. D.W. Norwood from Hawaii; Lieut. S.M. Connell from Mitchel Field, and Lieuts. C.W. Davies, C.A. Bassett, J.H. Collins and R.D. Reeves, newly commissioned. Lieut. C.L. Chennault also reported, but is now on three months' leave of absence.

Lieut. and Mrs. R.C.W. Blessley are receiving congratulations on the birth of a son, John J., who was born at the Base Hospital at Fort Sam Houston on October 5.

Lieuts. Harvey K. Greenlaw and Linus D. Frederick were transferred to Chanute Field, the former to take the photographic and the latter the communications course.

On the evening of October 7th the permanent officers of the Primary Flying School and of the Flight Surgeons' School gave a dance and reception in honor of the student officers of both schools. It was universally voted one of the best parties in a very long time.

Brooks Field made an excellent showing in the Corps Area Golf Tournament. Lieuts. Hine and Shea brought the Corps Area cup back to this field as a result of their best ball score of 154, made on the last day of the competition. Shea turned in a 76 and 78 as his share of the day's work.

The Primary Flying School is likewise well represented on the Air Corps Polo Team, which during the past two week-ends played a series of five games with the Houston Polo Club, winning the first and last games. In the last game Lieuts. G.H. Beverley and D.M. Craw, both of this station, played the entire game. The other two positions on the team were held down jointly by Lieuts. D.D. Watson, D.M. Schlatter and A.F. Shea of this Field, and by Lieuts. H.H. George and A.Y. Pitts of Kelly Field.

"The old order changeth". Lieut. "Johnny" Corkille, one of the last of the officers who came here from Carlstrom Field in 1922, left on October 12th on a short leave preparatory to sailing for the Philippine Department on Oct. 29th. He is driving through to the Coast from here.

Wheeler Field, Schofield Barracks, H.T. September 30th.

The Wheeler Field Trap Team after weeks of assiduous preparations, was duly entered in the trap competition at the Hawaiian Territorial Fair in Honolulu. Teams were entered representing the Hawaiian Division, the Island of Oahu, and the Island of Maui, besides the Wheeler Field prodigies. Final results put Maui in first place with Wheeler Field a close second. The high score in the handicap gun event was taken by Lieut. John F. McBlain who had been shooting around 13 and 14 in the preliminary events and was given a handicap of 7. When the event started Lieut. McBlain removed his false whiskers and broke 28 straight birds! Following the competitions the Maui Trap Team was entertained at Wheeler Field with a trap shoot followed by a dinner at the hotel. The Team is now casting covetous eyes on the cup offered for the high trap team at the Maui County Fair the second week in October.

The Squadron has been occupied principally with new construction work and improvements to the field under the direct supervision of Captain Signer. The general inspection of October 21st should find the field in better shape generally than ever before in its history. Flying and routine activities include three F.A. Fire Adjustments by Lieuts. M.J. Smith, J.F. McBlain and J.W. Benson, one Inter-island Flight by Lieuts. M.J. Smith and C.E. Archer accompanied by Sgts. Pendleton and Stevenson as observers. One Infantry Contact Problem was flown and observed by Lieut. M.J. Smith.

The Wheeler Field short wave installation has been reported heard with good signal in Johannesburg, South Africa, or nearly on the opposite side of the globe. This station has been out of commission for two weeks on account of making the new installations, but operation will be renewed nightly about October 15th.

Lieut. Asa J. Etheridge reports in to the effect that Yosemite Valley is still doing business at the same old stand and that Bridal Veil Falls are still falling in the regular manner. Lieut. Etheridge is spending a leave in California and will return to this station per the next transport.

Lieut. George W. McWire, on leave in the States, has been heard from in an interesting letter from McCook Field. Letters like George's "dope sheet" are almost as good as checks from home.

Lieut. Robert D. Moor recently returned from a two months sick leave at the Kilauea Rest Camp on Hawaii and his general appearance precludes the possibility of his getting another SICK leave for some time to come. He has re-assumed his duties as Transportation Officer.

Mitchel Field, Long Island, N.Y. October 20th.

Technical Sergeant C.E. Peterson, chief clerk of the Operations Office at Mitchel Field has been ordered to Bolling Field, Washington for temporary duty in connection with the installation of the new system for the keeping of flying time records. Corporal Louis Churchill of the Engineering Department has been ordered to the same station to assist in installing the new maintenance and inspection system.

Both of these systems were perfected last summer at Mitchel Field by Major Harvey E.S. Burwell and the detail of Peterson and Churchill to assist Major Burwell at Bolling Field is in recognition of the aptitude shown by these two non-commissioned officers in putting the system into operation.

Pope Field, Fort Bragg, N.C. October 16th.

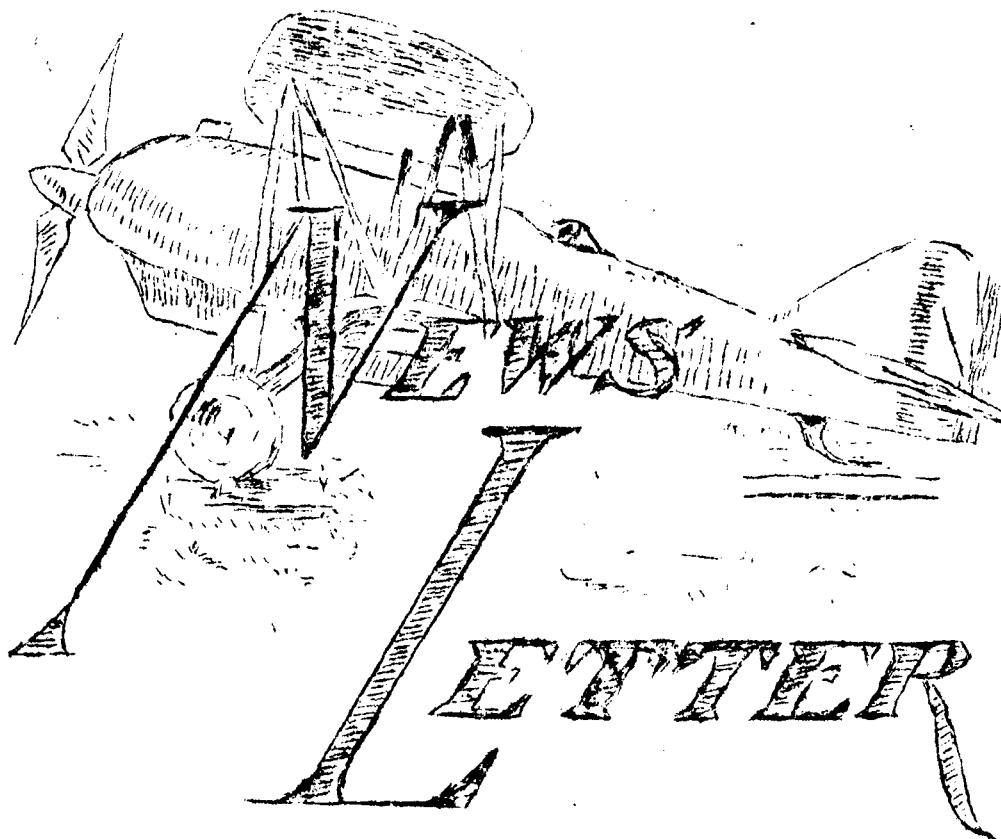
The Fort Bragg Gun Club, organized by 1st Lieut. H.W. Holden, A.C. carried off the honors in their first competitive shoot of the season, beating the Fayetteville, N.C. club thirty-eight birds in a two hundred and fifty bird event. Several other neighboring clubs are listed for meets later and will find Fort Bragg reluctant to break their starting record. Most of the members are ardent game hunters and will be all primed and cocked for the opening of the turkey, quail and duck season, all of which are fairly plentiful hereabouts and portends are for a hard winter among the feathered clan.

2nd Lieut. H.W. Gamble reported for duty, his first assignment on the 6th, and 1st Lieut. W.F. Robinson departed for Chanute Field on temporary duty for five months to pursue the Armament Course at A.S.T.S., his family however will remain at Fort Bragg where quarters are available.

A fleet of six Navy Voughts passed thru Pope Field a few days ago en route to Pensacola from Hampton, Va. The recent tropical hurricane that caused so much havoc in Florida included the Pensacola Training Station on its wild flight inland and all land planes at that station were destroyed, since no adequate housing facilities had been provided to withstand such an onslaught.

The Florida Catastrophe drew many civilian as well as Army planes from various points in the North on missions of relief and exploitation. Planes serviced at Pope Field included an Army C-2 from Langley Field, loaded with anti-tetanus serum and piloted by Lieut. Bissell; a Curtiss Lark, transporting news film and piloted by W.H. McMullen of the Curtiss Co. at Garden City; and a Curtiss Oriole and a Waco, carrying reporters and cameramen seeking first hand information, in as much as lines of communication to the stricken area had not been established for a considerable period.

U. S.
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AIR CORPS



ISSUED BY THE OFFICE CHIEF OF AIR CORPS
WASHINGTON, D.C.

Handwritten notes:
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The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard and others connected with aviation.

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CALIFORNIA AND BACK IN TEN DAYS

By A.M. Jacobs

It was the Materiel Division XCO-8, which is a DH-4M2 fitted with Loening wings, with a Martin Bomber propeller added to insure good lifting qualities for mountain flying, that stood ready on the McCook Field line at 6:30 on the morning of October 19, and it was Lieutenant Robert G. Breene and Mr. F.W. Heckert, both of the Power Plant Branch of the Materiel Division, who climbed into it getting an early start for a flying jaunt to the Pacific coast and back. Lieutenant Breene's purpose in making the flight was in the interest of cross-country training while Mr. Heckert's was the observation of the behavior of service power plant equipment, the inspection of equipment at Air Mail flying fields, and some work in connection with Government contracts at the plant of the Douglas Company at Santa Monica. The weather was cloudy at that early hour but both flyers were in fine fettle and "rarin" to go.

Two hours and six minutes later saw them at Chanute Field from which after having the plane serviced they took off at 9:02 A.M. across the fertile farms and flat prairie land of Illinois. Three hours and fifty six minutes later saw them upon the Air Mail Field (Fort Crook) at Omaha, Nebraska. Eating a lunch which had been packed for them at home so that they would not have to lose time leaving the field, while the plane was being serviced, they again took off at 1:30 P.M., following the Transcontinental Air Mail route and hoping with favorable winds and weather to reach Cheyenne by evening. Otherwise the night would be spent at North Platte, Nebraska.

The following are Mr. Heckert's notes on this stage of the flight, scribbled in the cockpit:

Following North Platte River	4:30 P.M.
Picked up Union Pacific railroad	5:20 "
Fast mail train below. He is stepping-	
we are not, due to stiff head wind.	
Wind shifted to our pleasure.	
Small town about 40 miles from Cheyenne	5:50 "
Sunset beautiful - also moon rising-	
glorious sight.	
Altimeter shows 5500 feet but we are about	
500 feet off the ground	
Sunset behind Rockies	6:12 "
Breene sends back note - asks whether	
we better land near here as darkness	
coming. I tell him to use his own	
judgment. Main fuel supply running low-	
engine going smoothly.	
Cheyenne sighted	6:15 "
Over Cheyenne	6:25 "
Landed Air Mail Field, Cheyenne, in dusk	6:28 "
Total flying time, first day	11 hours, 00 minutes
Distance in air miles, approx.	1150 miles
Fuel consumption 240 gallons-	21.9 gal. per hour
Oil consumption 35 quarts."	

The take-off from Cheyenne next morning was delayed because of the engine not functioning properly. The Air Mail field here, however, was well equipped and gave excellent service. At 9:47 A.M. the start was made, the plane climbing well considering the 6500-foot altitude and heading for the Rockies. The continental divide was crossed and the Air Mail Field at Rock Springs, Wyoming reached at 12:48 P.M. Lunch and servicing for an interval, then at 1:28 P.M. a take-off

in the direction of Pilot Butte, a mountain range to the northwest. Again we quote from Mr. Heckert's log:

"Green River at left, still bucking head wind	1:30 P.M.
Only 80 miles on way - slow time	2:38 "
Evanston to night. Leaving railroad here	
which curves northward through mountain passes	2:40 "
Climbing to get over Wasatch mountains	2:50 "
No Landing places here. Altitude 11000 feet.	
Railroad below now, winding through mountain gorges. Wonderful sight. We are now going over "hump" as Mail pilots call it.	3:10 "
Can see Salt Lake indistinctly ahead. Hazy. Smoke in mountains to right looks like forest fire.	
Gliding down from mountains - Salt Lake City ahead - glorious panorama.	
Landing, Woodward Field	3:25 ". "

Woodward Field is an especially interesting one because of the diversity of organizations it represents. Gliding in, four hangars greet the eye. One of these belongs to the Transcontinental Air Mail, in other words Government aviation, one belongs to the Western Air Express and is that company's northern terminal, the third belongs to the National Guard Unit with Captain Armin Herold in charge, while the fourth is the property of commercial flyers. Situated about three miles from the center of Salt Lake City, this field speaks well for the health of aviation interests of that city and for the success of its ambition to become a great western aviation center. The travelers were extended the courtesy of the field by the representatives of each operation and it was good to see the familiar faces of Messrs. King and Clyde Reitz, former mechanics of McCook Field, among the workers there.

Favorable weather reports started the flyers off on the morning of October 21 (third day out) at 8:47 A.M. After three hours and forty-three minutes they came down at Las Vegas, Nevada for fuel, oil and lunch. Each morning they had a lunch packed by their hotel which eliminated the necessity of their going into near-by towns and hunting it with the chance of losing valuable time. The field at Las Vegas, for instance, is a Western Air Express line stop for oil and gasoline. It has no hangar or facilities for making repairs. The plane was serviced here by a weathered old prospector and a young chap, formerly with the Marines. A storm was brewing in the mountains and came over the field. First rain, they said, since last April. Lieutenant Breene decided to wait for the Air Mail pilot who landed before two o'clock and with Mr. Heckert made some repairs to the ignition system while waiting.

The Air Mail pilot landed and took off but Lieutenant Breene in taxiing down the field to follow him ran afoul some sage brush and a paste board box which the propeller slashed into and when climbing back into the cockpit after having hopped out to look things over, caught his parachute ring on the compass mount, pulling open the pack. Now, if not regarding such a happening as distinctly a bad luck omen, these airmen were too experienced and canny to travel without parachutes and as a result they spent the rest of that afternoon, boy-like, on the floor of a little room in the nearest desert town hotel, carefully folding the parachute without folding tools, and getting it back into its pack in as perfect shape as possible.

On October 22, fourth day out, at 7:47 A.M. the take-off was made. Again the flying lay across mountains and through gorges until, Mr. Heckert tells us -

"Southern outskirts of Los Angeles	10:10 A.M.
Santa Monica, Hollywood hills ahead,	
Fox studio below	10:20 "
Clover Field Below - Pacific visible	10:25 "
Landing at Clover Field	10:28 " ."

Rockwell Field, their destination, lay but about an hour's flight away and was reached without incident after completing the business with the Douglas Company. The total flying time from Dayton to Rockwell Field, San Diego, was twenty-three hours and twenty-seven minutes.

Business and several visits concluded, the aviators started on their homeward journey on October 24, at 10:35 A.M. with El Paso, Texas as their goal for the day. But here adventure met them in the way of a desert forced landing. Again we quote Mr. Heckert-

"Over San Diego	10:45 A.M.
Climbing for mountains ahead	11:00 "
Country becoming rugged - altitude	
7000 feet	11:05 "
Over famous Carisso Gorge of San Diego	
and Arizona R.R. Rails glisten in sun-	
I take controls over Imperial Valley	11:30 - 12:15 P.M.
Cross Colorado River	12:10 P.M.
Yuma to left below. Salton Sea to north.	
Altitude 4500 feet. Controls to Breene.	
Over Gila mountain range. Yuma desert to	
right	12:25 "
Engine begins to act up	12:45 "
Look for place to land. Find hard baked	
bed of sage brush. Think fuel lines	
clogged.	1:00 P.M.
Nice hot place to work - temperature	
around 100 degrees.	-----"

Without sight of a living thing excepting a surprised jack rabbit, they worked until the afternoon began to warn them that they might be left stranded for the night. Then abandoning plane and equipment they decided to migrate toward the railroad for shelter. Three miles brought them to a small section house. But the Mexican family could not understand the least of their strange desires for water and food, and finally helping themselves to water, they decided to look farther. Hailing a desert truck, whose driver overcoming his first suspicion of finding bandits gave them a lift, they went fifteen miles farther to a gasoline service station, place known as Aztec, Arizona, where they obtained the food they were now hungry for and shelter for the night. "Huh!" the proprietor greeted their story, "you collected more dust in three miles, than Amy did in twenty-six."

The plane stood as they had left it when they returned next morning, protected by the vast humanless wastes from thieving hands, and the repairs completed, the engine again turned over smoothly, and under Lieutenant Breene's guidance, lifted the plane from the perfect desert flying field they had found. The remainder of the journey was without incident. The homeward stops were made at Tucson, El Paso, Dryden, Texas, Brooks Field, Muskogee, Oklahoma, Scott Field, and finally Dayton, Ohio. In spite of their forced stop the return was made on October 29, just ten days after take-off, which was the time they had allotted to their trip beforehand. The total flying time was 46 hours and 32 minutes. The total fuel consumption was slightly over a thousand gallons of gasoline, and 75 gallons of oil were used.

"Fine trip," was Lieutenant Breene's comment.

"No exciting incidents?"

"Um - no -"

"Didn't you have a forced landing in the desert?"

"Yes - but it was a very nice desert."

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SECRETARY DAVISON INSPECTS TEXAS FIELDS

The San Antonio Air Intermediate Depot, Duncan Field, Texas, was inspected on November 9th by the Hon. F. Trubee Davison, Assistant Secretary of War; Brigadier Generals James E. Fechet, Wm. E. Gillmore, Frank P. Lahm and their assistants. After a most thorough inspection, the party was entertained by the command with an elaborate luncheon at the Officers' Club. The Club and the group tables were attractive in their decorations of roses, grown on the post.

On the following day an inspection was made of the Air Corps troops at Fort Sam Houston, Texas.

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PRODUCTION WORK AT THE SAN ANTONIO DEPOT

A total of 23 airplanes and 45 engines were overhauled and repaired at the San Antonio Air Intermediate Depot, Duncan Field, Texas, during the month of October, as follows: 13 DH-4M-1, 3 DH-4M-2T, 1 Douglas O-2, 4 PT-1, 1 PW-9 and 1 TA-6; Engines - 35 Liberty, 7 Wright E, 1 Lawrence J-1, 2 Curtiss D-12.

WINGS IN THE MAKING

By Major Bernard A. Law, A.C., Texas National Guard

Shortly past noon the other day I left Ellington Field in a plane for a practice hop to San Antonio and back. It was not much of a cross-country trip at that, as I had made the same trip so often. However, it was a flight, although I was not expecting any thrills to speak of other than being forced down in the wild mesquite, running into three or four local storms, or being presented with a much faster and better plane than the one I was flying at 90 miles an hour. Incidentally, this rate of speed is entirely too slow when we stop to consider that the French hold the speed record of a little better than four and one-half miles per minute. Figure it out.

My watch recorded 2:55 P.M. when my plane came to a stop in front of the visiting hangar at Brooks Field at San Antonio. I had intended stopping here for the night, paying a visit to Lieuts. William K. Ennis and Homer L. Sanders, two young officers of the local squadron who are taking a six months' course in flying at this school - the largest primary flying training school in the world.

After my engine had died down four typical Air Corps mechanics leisurely strolled out of the visiting hangar to look me over carelessly and to see (of course praying all the time) if they couldn't overhaul my plane and help me out.

Brooks Field boasts of nearly 200 airplanes, but this day I don't believe I counted more than four on the line. Naturally being curious, I inquired of the most important Sergeant as to the reason for the deserted condition of the post.

"Oh," he drawled, "most of the gang flew up to the Battle of St. Mihiel up at Camp Stanley; today is the big day up there. Why don't you fly up there, Major?"

Having nothing particular to do, and Leon Springs being only a short distance away, some twenty-six miles, I told them to service my plane, would return in a few minutes, and that I, too, with my passenger, Captain Willbur, would take a look ourselves.

Leon Springs, nestled up in the hills a little west of north of Brooks Field, is a very pretty country to fly over, but after bucking a wind on our nose all the way I was getting uneasy, for there was not much to see below, so I had about decided to turn around and hike back when upon looking over my left wing I spotted a small town in flames, some three miles away. Changing my course, I flew for the place, my altitude being about 4500 feet.

Right in under my plane, over an area about five miles in width were one hundred or more airplanes, from a large, slow-moving bomber to the fast pursuit ship, painted all sorts of colors, - American, French, English. About half of them were painted all black, except for the German iron cross as big as a mountain on the tail assembly. You could see it miles away. The pursuit ships were engaged in aerial combat, while the bombers were bombing a town -- looked like any sort of a town from the air, but was an actual reproduction of Monsec, in the St. Mihiel Salient. The ground below was honeycombed with real, honest-to-goodness trenches which took the Second Division at Fort Sam Houston nearly six months to dig. Some 5000 soldiers, representing all branches of the American Army in full field equipment, were wearing steel helmets, were charging over the battle field. Tanks were spitting fire as they snaked across trenches and barbed wire entanglements, and ambulances were darting back and forth. In the fringe of wood near the French village a regiment of Artillery was lined up and in action. It was a thrilling sight, but if it had been the real thing instead of make believe, I most certainly would not have been taking it all in and having a good time, as I would have either been shot down or hiding behind the clouds, since my ship was about sixty miles an hour slower than the German pursuiterers.

There have been many war pictures, but never has it been done with the knights of the generation, - those reckless, happy go lucky, fascinating devils of the air who loved with the same intensity and recklessness as they taunted death, baring their true feelings and their hearts.

"Wings!" There is a thrill when, against the background of khaki, one catches the glimpse of the silver insignia of the air. This thrill is magnified a thousand times when, in the picture, these wings are glittering with the living thoughts of the characters.

It is war alright enough, but it is war seen through different eyes.

It took months of preparation to plan this gigantic masterpiece of the air. Small armies of men spent months up there near Leon Springs, where most of the Reserve Officers in this section of the country were trained for the World War preparing a battle-scarred area, more than five miles in width - an exact

of the famous Salient which required the armies of nations four years to make. Fliers who were there joined hands to pilot hundreds of planes in recording exactly what transpired at that historic conflict, when the American aviator received his baptism and his first real chance.

These things of scope and magnitude sink into the background when an interpretation of romance and feelings is painted by those who knew.

It takes real personality to put over a picture like this. It takes a bond of friendship between the author, director and stars to make for success, and this bond of friendship has been established, for the author himself was a flier, likewise the rest of the staff. It doesn't make much difference whether you flew with the British, French, American or even German; there is just that something about aviation that makes all of us more or less brothers, for isn't it the greatest sport, if you may call it such, in the world?

There's romance in every revolution of the propeller; something different happens in every flight you make.

Once in a generation comes from nowhere the stroke of genius, bringing with it one glorious bit of literature, one undying strain of music, or one magnificent painting into which the very breath of life has been fused.

And likewise, once in a generation comes a moving picture sparkling with genius, with life, with drama, with smiles, with tears, with death.

This is "Wings", a photoplay that deals with airmen, every detail technically correct, everything worked out on a gigantic scale, all types of planes shown, and many of them. Charging over the battlefield, every branch of the service is represented by soldiers of the famous Second Division, the remarkable part being that fully half of the present personnel of the Second Division working in this picture actually participated in the St. Mihiel offensive and are living over again those eventful days of September, 1918.

To realize how gigantic this picture is, they are using eighteen cameras on the large scenes, with Eyross augmenting the air shots, little automatic cameras operated by storage batteries, which are placed on the wings, the running gear, the struts and straps on the fuselage or side of the planes, so that nothing will be missed.

On the big "shots", as they are called, as much as 10,000 feet of film are shot in a single day.

Out at Kelly Field, thirty miles away, they have erected and completely equipped a film laboratory where all films are developed the same day they are taken and are ready for projection the following night.

John Monk Sanders, who is responsible for "Wings" is one of the most popular American young authors. He was an American aviator in the World War and has lived every bit of this remarkable picture. He said to me: "The lives, the loves, the passions, the desperate pranks and mad exploits of the war fliers were a part of me. 'Wings' was written because of that feeling.

"Also, I felt that the War in the air was the one great subject for the motion picture camera; the maneuvers of the fliers are things to be seen and not read about. Their terror and splendor cannot be imprisoned in the pages of a book nor contrived upon a stage. The drama involved must be caught by the camera."

The director of this picture, William Wellman, has lived the life of the war birdman, for he was an ace and a member of the famous Lafayette Squadron, and all he cares about is that he may carry the heart of the American flier to the screen.

Lucien Hubbard, who is the producer of this magnificent picture, says it has been his first big picture since the "Vanishing American", and one cannot appreciate its magnitude, unless they have the working out of some of the other large productions.

The story of "Wings", as it was told to me, is just simply the story of youth, youth helpless and crushed under the withering breath of war, poured through the mould of bitter experience and tempered through love and understanding.

Calra Bow, who plays the leading role, is a typical American girl, who tries her luck in driving an ambulance "Over There". She is a dashing beauty, plus a tower of personality.

One of the characters, played by Richard Arlen, who shares honors with Charles Rogers, as lead, was a member of the British Royal Flying Corps during the World War. He lived through it then and he is living anew the same old scenes, the same old thrills, and he is putting his heart and soul in his work, getting just as much kick out of making this picture, as he got when on the western front.

The author, producer, director and star, all having been in the Air Service during the war, are seeing to it that each detail, as it relates to the Air Service is technically correct. It won't be like the picture I witnessed a few months ago -- there was a scene supposed to be in the Argonne Forest, and in this forest was a battalion of American doughboys who were lost and without food. One of the pictures showed an old wornout training plane that never saw the front, not even as far as Brest, or even Hoboken, N.J., and it was in this plane that the allied armies were banking everything on getting enough food to the lost battalion. This is almost as bad as the old "Uncle Tom's Cabin" shows we used to see about a dozen times each summer for the want of something better to do; and as for detail, they had the world beaten. In the scene where Eliza is crossing the ice she is followed by every cur dog in the neighborhood that the property man could borrow or steal. The ice used were the boxes of a then famous brand of soap. It seemed the trick of this show was to substitute. Not so with "Wings". It is so real, so gigantic that it is bound to be classed as the wonder picture.

When our Regular Army troops were thrown into the St. Mihiel Salient, the stronghold of the Germans, a sector the latter held for nearly three years, the whole civilized world waited for the result of that first assault. It was a fight of fights, and our own men were there, the offensive. They needed airplanes and airmen and couldn't have gotten to first base without them. It forcibly demonstrates the need of a real air force, as good as the best, - not second best, - for in the future the country with the strongest air force will dictate the terms. We have had many war pictures, but the people have been kept in the dark about the part the war bird is supposed to play. His role is slightly different than the rest, for the flier gets into action every time he pulls his elevator back a trifle and climbs up into space, no matter if it is over the St. Mihiel Salient, or flying over a political rally somewhere in East Texas.

All this is "Wings", which will go down, not as a motion picture, but a page torn from the notebook of the American flier; a chapter from the great diary of those who saw life, love, romance and death from a different angle, and who told it from the heart.

I was well repaid for my short hop to San Antonio and back that day, for watching this masterpiece being pieced together, I received the biggest thrill of my life, and I was most content to fly my 90 miles per hour bus back, and wasn't worried a bit about forced landings. It acted as a real stimulant, and kept me day-dreaming all the way back, as I looked down on Seguin, Gonzales, Weimar, Columbus, Eagle Lake and good old Ellington Field.

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PHOTOGRAPHING THE ATLANTIC AND PACIFIC OCEANS IN ONE SHOT ✓

The above sounds like a big order, but the stretch of area covered by the camera involved only sixty miles and the photograph was taken at an altitude of 12,000 feet over the Panama Canal Zone. This is the first time in history that a photograph has been taken of the entire length of the Zone at one shot, and it is believed that this is the first photograph ever taken showing the Atlantic and Pacific Oceans on one print. Showing the entire Canal from the fortified islands in the Pacific to Fort Sherman on the Atlantic, this photograph is most outstanding in some excellent photographic work performed by the 12th Photographic Section at France Field. Panama Canal Zone, under the leadership of their Commanding Officer, Lieut. George McDonald.

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A FLIGHT TO THE VALLEY OF THE MOON ✓

The country in Panama known as "The Valley of the Moon" is located about 300 miles from France Field in the direction of Costa Rica, along the mountain range of Chirqui Providence, having as its principal towns "David", the capital of Chirqui and Boquete, the winter resort of Panama. Both of these towns now have model landing fields.

At 6:30 A.M. October 22nd, Captain W.M. Randolph and 1st Lieut. P. Martin, of the 25th Bombardment Squadron, took the air at France Field in two big Martin Bombers headed for "The Valley of the Moon", carrying as passengers Major Humphrey, C.A.C.; Major Prescott, S.C., O.R.C.; Corporal Gard and Privates Blake and Hawkins of the 25th Squadron.

From David looking up towards Boquete, the mountains rise to nearly 8,000

feet above sea level. It is this country around Poquete that the aviators are most interested in. Here the weather is cool, two blankets being used at night. Fresh milk, butter, good eggs, real coffee and fresh strawberries are served for dinner. Here, too, is the land of the hunter's dream. The region is full of deer, hog, tapir, bear, wild turkey and many other species of game too numerous to mention. In this locality lie thousands of graves of a dead and long forgotten Indian race. These graves or "Guacas" have provided many a hunter with a source of revenue, as they all contain pottery, stone weapons, stools and similar objects, while many contain ornaments of solid gold. The birds which inhabit the tall trees are reported more beautiful than the birds of paradise.

The moon shines so bright at night that one standing on these mountains can see cattle grazing in the valleys and foothills miles away.

Captain Randolph and his flight returned to France Field on October 26th. All were more than delighted with their trip. They brought no antique gold or birds of paradise on this trip. They did bring, however, plenty of fresh eggs, oranges, coffee and chickens. The coming dry season will open the way for many cross-country flights to "The Valley of the Moon".

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LIEUT. DAVIDSON DEMONSTRATES "SOME" MARKSMANSHIP

Army airmen from Wheeler Field recently flew to Maui, where they were entertained by the Maui County Fair Association and the Maui Trap Team. Lieut. Davidson broke the Maui Trap record with 108 straight birds and captured the silver cup and cigarette case offered as high gun prize.

Two inter-island airways flights marked the flying activities at Wheeler Field, T.H., during the first half of October. The first flight, leaving on October 2nd, was composed of three PH-4M's from Wheeler Field and one from Luke Field, manned by Lieut. J.J.O'Connell and Sgt. Fennel flying in No. 1 position, Lieut. W.G. Smith and Sgt. Dorcy in the radio ship, Lieut. H.M. Fey with a sand-bag. The Luke Field photo ship carried Lieut. C.S. Williams and Sgt. Sallee. The flight was met by Mr. J. Garcia, Wailuku banker, who entertained them with a Dutch luncheon at his home, followed by a venison dinner at Kula, Maui. They returned two days later after completing arrangements for the Wheeler Field Trap Team and marking a new landing field. Mr. J. Garcia was an enthusiastic passenger on the return trip.

The second flight to Maui left Wheeler Field October 7th to take the Wheeler Field Trap Team to the Maui County Fair, and was composed of the following personnel: Lieuts. Dayton, O'Connell, Davidson and Archer, with Sgts. Dorcy, Oviatt, Woodsen and Brown. The Wheeler Field team got away to a poor start the first day because of Lieut. Archer's misfortune in breaking his own gun and being forced to shoot with a strange piece. The second day was a different story, but the lead acquired by the Maui team in the first day's shooting could not be overcome, and the team finished a close second. The flight returned to Wheeler Field on October 11th and, like the first flight, were loud in their praises of "Maui hospitality".

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SOMETHING TO WORRY ABOUT

Major Roy Jones, popular Executive Officer of France Field, Panama Canal Zone, has been much worried and downcast for the past month, as he suddenly discovered, upon reading the Constitution and By Laws of the United States, that his son, Roy, Jr., who was born in the Colon Hospital, Republic of Panama, could never become President of the United States, due to the fact that he was born in a foreign country. Some have suggested to the Major that he have the Colon Hospital moved across the line into the Canal Zone and antedate the date of the move. But Roy, Jr., does not seem worried about it. He evidently feels he has forty years or so to think it over.

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MECHANICS SCHOOL STARTED AT SELFRIDGE FIELD

A Post School offering courses in academic subjects, Motor Mechanics, Airplane Rigging, Wood Working and Auto Mechanics was inaugurated at Selfridge Field on October 29th, and a large enrollment was reported from each of the squadrons. The School of Instruction in personnel work also commenced work at the same time.

AIRMEN ENTERTAIN FRENCH MILITARY ATTACHE

An expedition was recently organized, with Lieut. Glascock as chief, for the purpose of showing Commandant Tetu, Military Attache to the French Embassy at Tokio, who was a guest at Crissy Field, Presidio of San Francisco, Calif., a few of the scenic wonders of California. Capt. Wm. C. Ocker, Air Corps, and Capt. Joseph Sullivan, Assistant Judge Advocate, 9th Corps Area, were also members of the party. The Chief furnished the transportation, using for this purpose a car of popular make equipped with an electric gear gasoline pump.

Saturday was chosen as the day to make the start. The party arrived in Berkeley just across the Bay shortly after lunch; and the Chief, hearing that his Alma Mater (the University of California) had a date with Oregon at the stadium that afternoon, conducted his party to that spot to watch the performance. California, unfortunately, did not win the football game; but Commandant Tetu enjoyed the sport exceedingly.

The Chief piloted the party safely to Merced, California, where they spent the night. The next day they left Merced and passed thru the Yosemite Valley. As they climbed the grade leading out of the Valley it was noticed that the motor was very hot and lost a great deal of power. Upon lifting the hood it was found that the gasoline carried in the trick electric gear gasoline pump was hot; so much so that it was impossible to hold one's hand on it. The car, fortunately, had stalled near a mountain stream, and at the suggestion of Captain Ocker ice tied up in handkerchiefs was placed around the pump, which seemed to remedy the trouble. The Chief decided to change the position of the electric pump at the earliest opportunity. During this part of the trip four tires were changed and the guest of honor, Commandant Tetu, gained considerable knowledge of changing tires on American motor cars.

After successfully negotiating the grade leading out of the Valley, they proceeded over Tioga Pass to Bridgeport, Nevada, where they spent Sunday night. Reno was reached the following day and the necessary repairs were made to tires and tire carrier. After lunch they proceeded to Lake Tahoe and spent Monday night at Myers, a mountain resort, near Lake Tahoe. Tuesday night saw them home.

The trip over Tioga Pass was most interesting; the road was cut at right angles by water breaks every 75 yards, put there to drain the road. These water breaks consisted of ditches with an embankment built up on the low side, and served two purposes: the first, to drain the road, as previously mentioned; the second, to hold the Chief down in the little matter of speed, for which the entourage of the Chief gave thanks, and caught their individual breaths between bumps. The road ran along an almost perpendicular cliff about 2,000 feet from the bottom, and consideration of this fact brought forth the plea that next time the Chief should furnish parachutes to his guests.

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GUNNERY PRACTICE SCORES OF SELFRIDGE FIELD PILOTS

In the gunnery practice held at Camp Skeel, Oscoda, Michigan, the second echelon of pilots from the First Pursuit Group, Selfridge Field, have the following results to show for the period October 17th to 31st:

Preliminary Practice - Ground Target					
Pilot	Rds. Fired	Hits	Possible	Actual	Percentage
Elmendorf	2088	1643	10,395	5,683	54.67
Hunter	250	121	1,250	461	46.88
Liggett	1382	1053	6,910	3,403	49.24
Amberg	1184	1482	9,420	4,469	47.47
Ellicott	785	549	3,925	1,991	50.7
Smith, L.	300	186	1,500	623	41.54
Williams	314	248	1,570	668	42.55
Deerwester	350	230	1,750	762	43.54
Record Practice - Ground Target					
Elmendorf	200	181	1,000	710	71.00
Ellicott	200	195	1,000	747	74.7
Bombing Exercises - Low Altitude					
Pilot	Bombs Dropped		Score		
Elmendorf	3-50 lb.		73		
Ellicott	3-50 lb.		62		

ITALY WINS SCHNEIDER CUP RACE

Piloting his Macchi-Fiatt seaplane at the remarkable speed of 246.496 miles an hour for 52 minutes and 56 seconds over a triangular course totalling 350 kilometers, Major Mario de Bernardi shattered all existing performances of seaplanes and won the Schneider Cup race for Italy in the contest held at Norfolk, Va., on November 13th last.

The victory of the Italian flyer is all the more remarkable when consideration is taken of the fact that in the Schneider Cup Race held at Baltimore last year the Italian entry, a Macchi-Curtiss monoplane, piloted by Lieut. De Briganti, was hopelessly outclassed and attained an average speed of but 168 miles an hour. This speaks volumes for the wonderful progress made by Italy in the short space of one year in the matter of seaplane development.

Major Bernardi's performance overshadowed the two then considered remarkable records made by Lieut. James H. Doolittle, Army Air Corps, at Baltimore last year, when he won the Schneider Cup Race with an average speed of 232 miles an hour and several days later flew a 3-kilometer course at 245.71 miles an hour.

By its victory Italy once more enters the running for permanent possession of the Trophy. The next contest for the Schneider Trophy, it appears, will not take place until 1928, for at the meeting of the Federation Aeronautique Internationale at Rome in October it was resolved that in the event of Italy winning the Trophy this year the contest should thereafter take place every two years and not once a year. This seems to stop America from winning outright even if the U.S. team should win in 1928, for then America will not have won three times in five years, according to the rules governing the Schneider Cup Competition. The U.S. Navy won the Trophy in the race in England in 1923 and the Army won it at Baltimore last year. Presumably this rule will have to be altered to make it read "three times in five contests". No doubt the action taken by the F.A.I. in altering the Schneider Trophy competition to a bi-annual affair instead of an annual one was to give the various competing countries more time in which to develop machines capable of bettering the performance in the last contest. Perhaps Great Britain will decide to enter the next race which, under the rules, will be held in Italy, in which event a warm three-cornered race will be in prospect for aviation enthusiasts. Should Italy win again in the next competition she will have an excellent opportunity to annex the Trophy, for she will have three opportunities left in which to gain one more victory.

If the rule is amended to "three times in five contests" instead of "three times in five consecutive years", and no doubt, in all fairness, it will be, America will have to win the next race to gain permanent possession of the Trophy, otherwise she will have to start all over again with a clean slate.

The story of this year's competition for the Schneider Cup is interestingly related in the Washington Evening Star by Mr. Frederick R. Neely, Staff Correspondent, who is well known in Air Corps circles. Mr. Neely goes on to say:

"America never had a chance to win. Looking the matter squarely in the face from the viewpoint that all engines would function perfectly, America was beaten on the designing table, in the experimental laboratory and in the aircraft factory. The only thing she wasn't beaten in was piloting, for the two high speed Navy entries demonstrated they were equal to, if not better, than the invaders."

The United States must now go to Italy and fight for the trophy which was within her grasp. When that will be was not known here tonight, as the heads of the Navy had not considered the advisability of building new planes and new engines and picking a team of pilots to go abroad. Furthermore, the question arose over the possibility of a Schneider race next year. Meagre advices received by air officials here indicated that the Federation Aeronautique Internationale, world governing body for aircraft contests, had agreed to hold the great seaplane classic every two years. Should this be correct, ample time would be available for building aircraft that could catch up with the great strides made by Italy in the last four years.

Six planes started and four finished. Italy's second best bet, Capt. Arturo Ferrarin, went out on the fourth lap with a broken oil line, and America's sole hope of winning the cup, Lieut. George T. Cuddy of the Naval Air Station, Anacostia, D.C., was forced down two minutes before he would have crossed the finishing line, through the failure of his gasoline pressure.

As far as could be learned last night, the cause of the failure was due either to the lack of sufficient gasoline or the collapse of the fuel pump. At any rate,

Lieut. Cuddihy once more was called upon to display his excellent skill as an aviator and land his treacherous little racer "down wind" in direct violation of the principles of landing. It was either a "down wind" landing or a crash, so Lieut. Cuddihy is alive tonight. Last year at Baltimore, in the closing stages of the race, the officer was forced to land down wind when his engine caught fire. The jinx of Schneider racing has not shaken itself loose from Lieut. Cuddihy.

Lieut. Cuddihy would have finished second had the gasoline supply flowed uninterruptedly, but at that he would have been at least 6 miles an hour behind Major de Bernardi. Official figures for the sixth lap showed his speed to be 239.191 as against 246.378 on the same lap for his competitor.

Lieut. C. Frank Schilt, Marine Corps, Quantico, Va., the third American pilot, and flying the Army racer which last year won the Schneider cup, finished second with an average speed for the course of 231.363 miles per hour. Lieut. James H. Doolittle, who piloted that plane to victory at Baltimore last year, covered the course at an average speed of 232.573 miles per hour. The plane had undergone no changes this year, except a coat of Navy blue paint was put on over the Army black and Lieut. Schilt's performance of coming about 1 mile from the speed made by the exceptional Army pilot, is a tribute to his ability.

But, Lieut. Schilt protests, he would have equalled that mark, if not surpassed it, had not his legs gone asleep after the second of the seven laps. Seated as pilots are in the plane, with their legs running at right angles with their body, many of them suffer this handicap. After the second lap, Lieut. Schilt's toes and feet became numb, then the calves of his legs and finally the muscles above the knee. When the time came to turn, he had to push his feet 'with his eyes'. To those on the ground it appeared nothing was wrong, as his turns at the home pylon were smooth and beautiful. Then, too, the engine developed a hitch since the last test flight and 45 revolutions per minute were missing. These would have aided materially had they been there. The third American pilot, Lieut. W.G. Tomlinson of the Anacostia Air Station, flying a standard Curtiss "Hawk" pursuit plane, actually more than 100 miles an hour slower than Maj. de Bernardi, finished last, which was fourth place. This plane replaced the powerful Curtiss racer fitted with a Packard engine, which crashed with Lieut. Tomlinson on the navigability trials Friday morning and nearly took his life.

Lieut. Adriano Bacula, flying the same type of plane Maj. de Bernardi and Capt. Ferrarin piloted, was granted third place at an average speed of 218.006 miles per hour. This officer placed obedience above the honor of winning the race. He was told to fly high and at reduced throttle and he did so throughout. The object of this was to make certain of an Italian plane finishing the race, while Maj. de Bernardi and Capt. Ferrarin gave their mounts 'full gun' and ran the chances of engine failure with their new and virtually untried power plants. In fact, it was pre-determined that Lieut. Bacula would not win, unless all the planes fell out of the air, leaving him cruising along quietly at more than 200 miles an hour. This was only one of many examples of sterling teamwork exhibited by the members of the foreign team.

Rear Admiral William A. Moffett, Chief of the Bureau of Aeronautics, congratulated the Italian team on its splendid performance and then he told each American pilot that he had done all that was expected of him - adding that 'we just didn't have the ships to win.'****

Lieut. Cuddihy's plane, originally assigned to the late Lieut. Frank H. Conant and powered with the new Curtiss 1550 engine of 635 horsepower, undoubtedly was the fastest of the American products, but still way behind the Macchi-Fiatt of Maj. de Bernardi. While deeply regretting the loss of the race, virtually every air enthusiast here, whether he be civilian or governmental, won consolation in the fact that America will be spurred into new fields in airplane racing as a result of the Italian victory.* * * *

This afternoon's race was not as spectacular as those held in the past. The course was so mapped out that the turn on the home pylon was hardly a turn at all, and the thrill of seeing these little racers 'wrap' around the pylons was lacking. The planes approached from the direction of Newport News, made a 45-degree bank at the judges' stand and were off for a point in Chesapeake Bay marked by a boat, which necessitated a 160-degree turn. Consequently, this, together with the fact that the planes flew at altitudes from 200 to 500 feet, instead of at about 50 feet reduced the thrills to a minimum. More excitement came from the scoreboard and the announcer, whose cry of the progress being made by Maj. de Bernardi sent chills down the backs of the large throng.

Lieut. Bacula was the first to take off. He was followed five minutes later by Lieut. Tomlinson in his lumbering "hawk", and when Capt. Ferrarin, next in line, was unable to get away on time owing to some minor engine adjustments, Lieut. Cuddihy took the air. Then followed Capt. Ferrarin, and an interval of about 15 minutes occurred before Maj. de Bernardi taxied out. He was not satisfied with the performance of the engine and therefore chose his own time for getting away. As soon as he pulled his brilliant red monoplane into the air Lieut. Schilt got under way. By this time Lieut. Bacula had finished the first lap and the official scorer credited him with a speed of 209.584 miles per hour. Everybody laughed at the absurd figure, which nevertheless was correct.

'Why, America had the race cinched before the start if this is an example of Premier Mussolini's latest move in the conquest of international aeronautical prestige,' some persons were heard to remark. And then Lieut. Cuddihy roared around the first lap at a figure of 252.427 miles per hour. This gave added confidence to the crowd. But Capt. Ferrarin had not been accounted for, and when his figure of 234.631 went up on the board hearts dropped. And after Maj. de Bernardi flashed by to the tune of 239.443 miles for the first lap another tune was being whistled. However, there was optimism enough to indicate that the three Italians would never finish because their engines were supposed to be too new for the grueling test.

Strange as it may seem, there were many expressed "hopes" floating about that Maj. de Bernardi would go down and leave the way for George Cuddihy. But fate turned the tables and struck George down near Newport News. When this news was announced, Maj. de Bernardi was conceded the race before he was through with his last lap. However, as he approached the finish line, every hand went up in a hearty wave and a new hero was born. He was cheered and applauded again when he maneuvered for a landing and tonight he is being feted by persons who never heard of the name before.

Although Maj. de Bernardi was regarded as the best, Capt. Ferrarin was not to be scoffed at. When he was forced to turn back to the bay as he began his fifth lap, owing to the broken oil line, the crowd was truly sorry. For Capt. Ferrarin, although unable to speak a word of English, was immensely popular. With his crippled engine he went far inland, gliding over the hangars and put the plane down into the bay as gracefully as ever a seaplane was landed. Later he was introduced from the timers' stand and applauded vigorously. His reply was 'I'm sorry.'

Maj. de Bernardi had his troubles in the air, too. At the beginning of the fifth lap the oil temperature rose from 75 to 95 degrees centigrade. He had been expecting this as the cooling system was not quite perfect, and as soon as the needle on his gauge in the cockpit moved around, the pilot sought a little higher altitude to give him a better advantage for a landing if the engine stopped. Then, too, Maj. de Bernardi's right arm became almost paralyzed from gripping the control stick. It was virtually limp tonight, but it is nothing serious. Lieut. Bacula was forced to employ two hands on the stick to hold his speedy mount even though it was not flying at 'full gun'. A kink in the control system made this necessary.

Lieut. Tomlinson's part in the race was that of sightseer. 'I had the best advantage,' he said on landing, 'as I saw it all from the air and saw every step of progress around the course'. The little pilot played his part well, keeping out of the way of Lieuts. Cuddihy and Schilt and flying a straight course when the Italians hove into sight. On one occasion, at the home pylon, he made a wide circle of the airplane to allow Lieut. Cuddihy to pass him without losing a foot of the regular 'track'. Lieut. Cuddihy was towed into the air station just at dark, under the same conditions that marked his finish in the Baltimore event last year.

A group of friends remained at the station to welcome him long after the crowd began its fight and traffic jams to get into the city. He came into the concrete wall standing on the left pontoon and leaning on the propeller. Then he was carried ashore on the back of a sailor and came face to face with Admiral Moffett. 'I'm sorry!', Lieut. Cuddihy said, 'but things just went wrong'. 'That's all right,' the Admiral replied, patting him on the back. 'You did all that was expected of you. Nobody could have done better. We just didn't have the equipment.' * * * *

Porter Adams, President of the National Aeronautic Association, who presented the trophy to Maj. de Bernardi tonight at a banquet, sent the following cablegram to Premier Mussolini: 'National Aeronautic Association congratulates Italy on its great victory in the Schneider Cup race and on the splendid sportsmanship of its representatives'.

The fastest lap Maj. de Bernardi made was on the third, at a speed of 248.52 miles an hour. The first lap, 239.443, was slowed down by the take off, but he picked up to 247.071 on the second. Then he dropped down to 247 on the fourth and

fifth laps and on the sixth reached 248.492, ending the race at 247.207 miles per hour. * * * * Maj. de Bernardi is the chief test pilot of the experiment station of the Royal Air Force of Italy. In this capacity he flies and passes upon every new plane offered to the government. He was born July 1, 1893, at Venosa, and entered aviation November 11, 1913. He qualified as a military pilot in the following September and was commissioned an officer upon graduation from the military academy at Modena. In December, 1915, he was assigned as chief pilot instructor of the Busto Arsizio School. The following year he was ordered to the front with the Francesco Baracca pursuit squadron, where he participated in numerous engagements. He brought down several enemy planes and was decorated with two medals of 'military valor' and two war crosses."

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SEA-GULLS SLOW ON THE WING

Hitting a sea-gull and damaging the leading edge of one wing of the airplane was a recent experience of Major Delos C. Emmons, Commanding Officer of Crissy Field, Calif., while in the act of making a landing. A few days later Lieut. Caleb V. Haynes, of that field, had a similar experience.

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BETTIS FIELD DEDICATED ✓

Honoring the memory of the late Cyrus K. Bettis, 1st Lieut., Air Corps, who lost his life in an airplane crash during a fog in the mountains near Bellefonte, Pa., the new landing field near Pittsburgh, Pa., was named Bettis Field.

The new airport which includes about 80 acres is in the center of a population of more than 2,000,000, and is only a fifteen minute ride from the Pittsburgh Post Office. It is reported that the cities of Pittsburgh and McKeesport will endeavor to extend the area of the field by purchasing 120 adjoining acres of land.

A flight of ten airplanes from Selfridge Field, Mt. Clemens, Mich., led by Major Thomas G. Lanphier, Commanding Officer of the 1st Pursuit Group, flew to Pittsburgh to participate in the dedication of the field on November 13th. Ten other planes from McCook and Wright Fields were flown to the new airport, also a ten-passenger Fokker plane from Detroit carrying city officials and prominent business men of that city.

Major Lanphier, the first speaker in the dedication exercises, extolled the courage of Lieut. Bettis, calling him the "best officer ever to serve under his command". The Hon. Wm. A. McCracken, Assistant Secretary of Commerce in Charge of Aviation, was another speaker who praised Lieut. Bettis. He lauded the efforts of Pittsburgh in establishing suitable landing fields, and promised to do his utmost to see that more planes are put in the air.

The dedication exercises were presided over by Mayor Jerry Simpson, of Dravosburg, neighboring community to the airport. Other speakers of the afternoon included Mayor George H. Lyle, of McKeesport, Pa.; Congressman Clyde M. Kelly of Pennsylvania, Postmaster Gosser, of Pittsburgh; Col. H. C. Fry, aviation leader of the Pittsburgh Chamber of Commerce, and Mr. Harry C. Nell, Vice President of the airport. Miss Itherene Bettis, sister of the late airman, was introduced from the speaker's platform.

Upon the conclusion of the dedication services, Major Lanphier led six of the Selfridge pursuit fliers in an exhibition of aerial acrobatics. They were followed in the air a short time later by planes from the Army fields near Dayton.

In the evening a banquet was given at the Penn-McKee Hotel by the McKeesport Chamber of Commerce in honor of the visiting pilots and other guests.

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OFFICERS OF OTHER BRANCHES DETAILED TO AIR CORPS

Nine officers of other branches of the service were recently detailed to the Army Air Corps and, with one exception (2nd Lt. Leslie Page Holcomb, Field Art.), were ordered to proceed to Brooks Field, Texas, for primary flying training. These officers are: Capt. James M. Adamson, Jr., and 1st Lieut. Donald H. Nelson, Cavalry; Capt. Russell C. Snyder and 1st Lieut. Roy P. Huff, Field Artillery; 1st Lieuts. Arthur L. Moore, John F. Pahlke, 2nd Lieuts. Robert C. Andrews and Ray B. Floyd, Infantry.

PROMOTIONS IN THE ARMY AIR CORPS

Special Orders of the War Department, recently issued, announced the following promotions of officers of the Army Air Corps: 1st Lieut. Russell L. Meredith to Captain, with rank from Sept. 10, 1926; 2nd Lieut. Donald Boyer Phillips to 1st Lieut., with rank from Oct. 16, 1926, 2nd Lieut. Cecil Elmore Archer to 1st Lieut., with rank from Oct. 29, 1926; 2nd Lieut. Paul Hanes Kemmer to 1st Lieut., with rank from Sept. 25, 1926.

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OPERATION OF AIR COOLED ENGINES ON POLAR FLIGHT

An interesting and instructive side-light on Lieut.-Commander Byrd's flight to the North Pole was given the personnel at Crissy Field, Presidio of San Francisco, Calif., by Mr. G.O. Noville, of the Standard Oil Company, who accompanied the Byrd Expedition in the capacity of Engineer. He stated ---

"Much data was gathered on the starting and operating of air cooled engines under severe climatic conditions. Easy starting was effected through the use of fireproofed canvas hoods which were placed around the engines and which induced a flow of hot air, generated by gasoline stoves, around the engine, oil lines and oil tanks. Starting the engines, with this equipment, with temperatures well below zero, was extremely easy.

"Low oil consumption was a feature, and was obtained by the use of a heavy bodied, high quality oil, which was pre-heated before being placed in the already warm tanks."

It is interesting to note, in this connection, that it took Ronald Amundsen four days to start his Rolls Royce engines under the same climatic conditions.

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CHILDREN ENJOY SIGHTSEEING TOUR AT LUKE FIELD, HAWAII.

Ninety-six children accompanied by directors of the Playground Association of Honolulu, enjoyed a sightseeing tour to the Army Air Corps Station at Luke Field recently.

The party in charge of Director Paulison, an ex-Air Corps officer, reached the dock at Luke Field by special boat at 10:00 A.M., and were met by Chaplain E.L. Branham and Lieut. O.L. Williams, who acted as guides during the tour of the field.

All points of interest, including warehouses, shops and hangars were visited by the party and their significance explained by Chaplain Branham and Lieut. Williams. The children were especially interested in the Loening Amphibian plane and the huge Martin Bombers.

Capt. Lowell H. Smith entertained the youngsters with a short talk on his experiences on the flight around the world. Lieut. Williams also talked for a few minutes about his recent joining of the "Caterpillar" Club, an organization composed of men who have been forced to use a parachute in order to make a safe landing. The party left Luke Field at 11:30 A.M. The directors reported that the children enjoyed their short stay at Luke Field and that the annual tour is always looked forward to.

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CHANGING MOTORS IN A MARTIN BOMBER IN RECORD TIME

A remarkable record of changing the two motors of a Martin Bomber was recently made by four mechanics of the 23rd Bombardment Squadron at Luke Field. Plane No. 69 of the 23rd Squadron landed at about 11:30 A.M. and was placed "out of commission" by the Engineering Officer, and the crew chief instructed to install two new motors. As Wednesday afternoon is generally devoted to athletics, the Engineering Officer was greatly surprised to find the airplane on the line ready to go the next morning. Inquiry revealed that the crew chief, Sgt. McAdams, had overheard the Operations Officer bemoaning the loss of the airplane for the next day's mission, and had then assembled his crew, consisting of Sgt. Eckert and Privates Wagner and Adams, and started to work. At seven o'clock that night both motors had been removed, new motors installed and tested and the ship was ready for the next mission.

The Luke Field Correspondent believes that the changing of these motors

in approximately six hours is very close to record time for this work.

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PANAMA AIR FORCE BIDS FAREWELL TO GEN. LASSITER.

By France Field Correspondent

The Panama Air Force lost a friend when Major General William Lassiter sailed for the States on October 10th, after having completed his three-year tour in Panama. Thirty-seven planes from France Field, led by Colonel Fisher, passed in review around the General's boat. The General was deeply impressed by the send-off from the airmen, and in reply to a radio farewell from the planes, radioed as follows: "Fisher,-- Thanks for the magnificent show. Good-bye and good luck. Lassiter."

General Lassiter, during his tour here, always showed a very active interest in the welfare and activities of the Panama Air Forces. He made a number of trips by plane from Balboa to France Field, and always seemed pleased with his flights.

Major General Charles H. Martin assumed command of the Panama Canal Department upon the departure of General Lassiter and recently paid France Field a brief visit. He delivered a short talk to all the officers as to what the conduct of officers and enlisted men should be while serving in the Panama Canal Department. The airmen here are sure that their new Commanding General will show the same amount of interest in the Air Corps activities that General Lassiter has always shown.

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GENERAL GILLMORE COMES TO DAYTON

By A.M. Jacobs

It was a very warm welcome that greeted General and Mrs. William E. Gillmore upon their arrival in Dayton on October 29th, a welcome not confined to the officers and civilians of McCook Field and Fairfield, where the General is to act as Chief of the new Materiel Division, but extending to the citizens of Dayton, to whom they come as new fellow residents. Colonel and Mrs. E.A. Deeds claimed the newcomers as their house guests at Moraine Farm until they should be able to locate a suitable home of their own, and introduced them to some of Dayton's most prominent citizens that night at a dinner arranged in their honor. On the following night the officers of the Post gave a ball for them, and many entertainments of distinction have centered about them since.

It is not alone from the social standpoint that the general's coming is of importance, however, for in the Air Corps it marks the practical beginning of a new regime in McCook Field and Fairfield annals. When upon the recommendation of the President's Board some time ago three brigadier generals were assigned to the Air Corps where formerly there had been but one, General Gillmore and General Lahm received the two new appointments. The logical result of this new distribution of authority was the division of all Air Corps activities into three distinct groups, each under the direction of a brigadier, directly responsible to the Chief of Air Corps, General Mason M. Patrick. These three groupings, it was decided, should consist of the Operations Division under General Fechet at Washington, the Training Division under General Lahm, with headquarters at Kelly Field, Texas, and the new Materiel Division under General Gillmore with headquarters at the new Wright Field, which is the gift of the people of Dayton to the Government in honor of their famous co-citizens, the Wright Brothers. Buildings are rapidly being erected upon the new field, and it is anticipated that they will be ready for occupancy some time in the early part of 1927. Until the new field is ready, General Gillmore will be located at McCook Field.

Under this reorganization, the old Engineering Division passes painlessly into oblivion. All development work will be encompassed in the Materiel Division under an Experimental Engineering Section, with Major Leslie MacDill as Chief. Other main sections of the new Division are the Procurement under Major Martin, Field Service under Major Brett, Repair and Maintenance under Major Rudolph, Administration Executive under Major Curry, Industrial War Plans under Major Hobley, and Special Inspection under Major Burwell.

"The Materiel Division", says General Gillmore, "will be responsible for the development, production, procurement, and maintenance of planes, engines and equipment; in short, for all 'materiel' related to the business of flying under

peace and war conditions. Its scope is wide, its duties numerous. To most efficiently meet its requirements, the heartiest co-operation and enthusiasm of all its workers will be needed. Much has been accomplished in aviation since the war, more is still to be accomplished. Dayton, because of its central location, is a splendid place to carry on this work. I have been greatly pleased, not only with our reception and with conditions at the two fields as I have found them, but with Dayton as a city and the amount of aviation interest displayed here. Mrs. Gillmore and I expect to like living here very much."

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NON-STOP FLIGHT RECORD BY FRENCH PILOTS

A non-stop distance flight record of 5500 kilometers (3,417.5 miles) was made October 27th by Lieut. Costes, a French reserve officer, accompanied by Captain Rignot. The route from Paris to Djask, on Oman Gulf, Persia, was covered in 32 hours, at an average speed of 104.2 miles an hour.

Costes and Rignot took off from the Le Bourget Airdrome in a Breguet 19, powered with a 500 H.P. Hispano-Suiza engine, at 6:14 A.M. They flew 200 Km. (124.3 miles) further than Djask, but fearing they would be unable to make the next airdrome before dark they returned to Djask. The extra 400 Km. (248.5 miles) are not included in the record calculation. They landed with 40 gallons of gasoline left in the tank, the original quantity of gasoline carried being 766 gallons.

From Djask, where an English emergency landing field is located and where the aviators were able to obtain gasoline, they flew to Karachi, and on November 2nd left Karachi for Calcutta, India, which they reached the next day. Two days later they began their return flight, reaching Beirut on November 8th, Athens on November 9th and Rome on November 10th. Altogether they covered 12,500 miles, half the distance around the world, in 15 days.

It is reported that a new cross-country flight will shortly be started by Pilot Pollon and Capt. Bares with the idea of breaking the non-stop distance record made by Pilot Costes and Captain Rignot. They will start from Le Bourget (Paris) flying a long-distance reconnaissance plane (S.E.M.C.) equipped with a 500 H.P. Renault motor. They will fly in the direction of Cape Juby on the coast of Africa and return to Villacoublay (Paris) and then continue their flight over the triangular course (Villacoublay-Chartres-Villacoublay). They hope to exceed 5,500 kilometers.

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FRENCH AVIATION NOTES

The Committee supporting the prospective flight across the Atlantic of Tarascon and Coli, met recently at the Chamber of Deputies under the chairmanship of General Girod, President of the Committee and Chairman of the Army Commission of the Chamber of Deputies. The plane, which is being constructed by the Bernard firm, will not be ready before the beginning of 1927. The flight cannot, therefore, take place before Spring of next year.

A Latecoere-21 seaplane belonging to the "Compagnie Aeriennne Franco-Algerie" was recently tested on the proposed Marseilles-Algiers commercial air line. A trial trip was made from Marseilles to Algiers and the 497 miles were covered in six hours. The return trip the next day was made against a high wind in 7 hours. This seaplane is of the sesquiplane type, and is equipped with two engines developing 420 H.P. each.

The following are its general characteristics: Span 72 feet; length, 40 feet; height, 13.3 feet; length of hull, 37.7 feet; height of hull, 5.2 feet; width at step, 6.9 feet; weight (ready for flight), 6656 lbs.; useful load, 2,865 lbs.

On the third trial trip of the plane some days later, a gasoline leak was discovered, about an hour after the take-off, in the pump of the rear engine. As this presented a serious fire hazard, the pilot decided to land on the water, after sending a radio message giving his position. The message was received at Marseilles, 124 nautical miles distant, but before the arrival of the rescue ship, the drifting plane was found by the TIMGAD, an Algerian courier, which took the pilot and passengers aboard and took the plane in tow. The sea was heavy and the tow rope parted on two occasions. After 25 hours the two rope again parted and the plane sank. The accident proved that the seaplane was remarkably seaworthy

in case of a forced landing. The radio functioned exceptionally well and the seaplane remained in touch with radio stations until the arrival of the rescuer.

A very important flight was begun October 12th when two seaplanes, a "C.A.M.S." and a "Leo", piloted by Lieuts. Guilbeaud and Bernard of the French Navy, left Marseilles for a cruise across Africa to Madagascar. These two planes can be transformed into amphibians by a modification of the landing gear. The expedition plans to cover 16,150 miles over the water and the African mainland. The itinerary calls for flights of from 500 to 600 miles a day. A rest of at least one day will be taken between flights in order to permit scientific research and investigation into the possibilities of developing aeronautics in Africa.

The first stage of the flight was via Tangiers, Morocco, and the fliers already reached Senegal, after flying over Casablanca, the Canaries, Point Etienne and St. Louis. They will now follow the Senegal River, the Niger, and will visit Bamako, Gao, Goya, Yola and Fort Archambault. Following the Oubanghi River they will stop at Bangui and will then follow the Cerigo to Stanleyville. They will visit the lake region (Tanganika and Nyassa) and will stop at Albertville, Kitouda, Vingstonia and Mozambique. From this extreme African point they will fly across the Mozambique Channel to Majunga on the Island of Madagascar.

The planes will remain at Majunga for two weeks and will then begin the return trip, following the same route to Albertville and thence via Monaussa, Victoria Lake and the Nile Valley with stops at Gondokora, Fachoda, Karthoum and Cairo. They will return to France by way of Acheires, Corfou, Naples, Rome and St. Raphael.

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NEW OFFICERS FOR THE ARMY AIR CORPS

As the result of a recent competitive examination of candidates for appointment in the Regular Army as commissioned officers, six enlisted men, 18 flying cadets of the Army Air Corps and 34 candidates from civil life, a total of 58 new second lieutenants, were added to the commissioned strength of the Army Air Corps. The names of the newly appointed officers, together with their station assignments, are given below, as follows:

To the Primary Flying School, Brooks Field, Texas, for training: John Osman Taylor; James William Andrew; Charles Arthur Ross; George J. Eppright; Frank Dunne Klein; Richard Hays Gilley; Charles Owen Wiselogel; Clarence Daniel Wheeler, Manning Eugene Tillery; Gerald Geoffrey Johnston; Gregg Miller Lindsay; Mason Harley Lucas; Ralph Emerson Holmes; Thurston H. Baxter; John Albert Tarro; Ward Jackson Davies; Newell Edward Watts; Herbert Charles Lichtenberger; Oscar Frederick Carlson; Paul August Jaccard; Reuben Kyle, Jr.; Paul Burnham Nelson; Private Henry L. Hughes, 30th Inf.; Pvt. Josiah Ross, 5th Obs. Sqdn.

To Brooks Field, Texas, for duty: Flying Cadets Charles Arthur Bassett, George Hall Sparhawk, James Henry Collins, Richard Dodge Reeve; Staff Sgt. Linwood Pendleton Hudson, Clinton William Davies.

To Selfridge Field, Mt. Clemens, Mich.: Flying Cadet Charles Herman Deewester and Clarence Shortridge Irvine; Lee Gehlbach.

To Langley Field, Va.: Flying Cadets Bernard Alexander Bridget, Dixon Mc Carty Allison, Elmer Joseph Rogers, Jr., Wallace Stribling Dawson, John Timcomb Sprague, Tech. Sgt. Alva Lee Harvey.

To Kelly Field, Texas: Flying Cadets Donald Cornelius Walbridge, Yantis Halbert Taylor, Leland Shattuck Jamieson.

To Fort Crockett, Texas: Flying Cadets Kenneth Watson Boyd, John Felix Guillett.

To Wright Field, Fairfield, O.: Staff Sgt. Charles Winslow O'Connor, Francis Edgar Cheatle.

To Marshall Field, Ft. Riley, Kansas: Harvey Flynn Dyer.

To Fort Sam Houston, Texas: Flying Cadet Harvey Robinson Ogden.

To Maxwell Field, Ala.: Flying Cadet Narcisse Lionel Cote, Claire Stroh and Arthur Joseph Lehman.

To Middletown Air Intermediate Depot, Pa.: Staff Sgt. Joel G. O'Neal.

To Crissy Field, Presidio, San Francisco, Calif.: George Edley Henry.

To Chanute Field, Rantoul, Ill.: Signa Allen Gilkey.

To Bolling Field, D.C.: George Lercy Murray.

To Mitchel Field, N.Y.: Thomas Jackson Holmes.

To Pope Field, Fort Bragg, N.C.: Herbert Will Gamble.

To Luke Field, Hawaii: Flying Cadet Darr Hayes Alkire.

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AIRPORT DEDICATED AT NEW ORLEANS, LA.

Dedicating airports seems to have become a popular function lately, for during the past month or so landing fields were formally opened near such large cities as Detroit, Mich.; Buffalo, N.Y.; Pittsburgh, Pa.; and New Orleans, La. This is a hopeful indication that commercial aviation in the United States is beginning to take hold and augurs well for encouraging progress in the future.

New Orleans, the Crescent City, now boasts of an airport which is approximately 2100 feet square, with a runway 1500 feet by 300 feet leading from the field to the Mississippi River. It is located on a shell road, approximately eight miles south of New Orleans. This airport, named Alvin Callender Field, in memory of a native son, one of the heroes of the World War, was dedicated on November 6th in the presence of business and professional men, state officials and distinguished visitors, included among whom were Hon. F. Trubee Davison, Assistant Secretary of War for Aviation; Hon. W.B. McCracken, Assistant Secretary of Commerce for Aviation; and Brigadier General James E. Fechet, Assistant to the Chief of Air Corps. There were also present many Army Air Corps pilots from distant flying fields, who made the trip to New Orleans by air for this special occasion, also Naval pilots from Pensacola, Fla.

Immediately following the dedication ceremonies by the American Legion, the Young Men's Business Club of New Orleans began its ceremonial in dedicating the field, Evan Edwards, President of the Club, presiding. Among the speakers were Mayor O'Keefe, Hon. Wm. B. McCracken and Hon. F. Trubee Davison.

Twenty airplanes then took the air, and the crowd was furnished plenty of thrills by the various acrobatic maneuvers performed by the pilots. Corporal Gurley held the center of attention with his parachute jumps and other daredevil stunts.

After the aerial circus at the field, the distinguished visitors were brought back to New Orleans for luncheon and then taken to the Tulane-Mississippi A. & M. College football game. About a dozen of the planes performed over Audubon Park and over the business section of the city, and then swooped and banked above the stadium on which the football warriors were engaged in combat. In the evening a banquet, in honor of the visitors, was served at the Roosevelt Hotel.

Airmen arriving at New Orleans via airplane were Lieuts. Virgil Hine and George Beverly from Brooks Field; Capt. Paul S. Wagner and Lieut. Harvey W. Prosser from Kelly Field; Capt. Joseph H. Davidson and Lieuts. Clarence R. Mac Iver, Ralph F. Stearley and Arthur L. Bump from Fort Crockett, Texas; Lieuts. Robert D. Knapp, W.B. McCoy, Wm.L. Old and Aubrey Hornsby from Maxwell Field; and from the Naval Air Station at Pensacola, Fla., Commander Warren G. Child, Lieuts. M.E. Crist, C.F. Harper, C.L. Hayden, A. Tucker, B. Rhodes, T.G. Richards, F.W. Roberts, L.N. Medaris and Ensigns J. Hedding and H.V. Hopkins.

Major John N. Reynolds, Air Corps, Commanding Officer of the Fort Sam Houston Airdrome, was the senior officer of the air forces participating in the dedication ceremonies.

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RESIGNATION OF LIEUT. C.C. MOSELEY. ✓

In the recent resignation from the Army of 1st Lieut. Corliss C. Moseley, the Army Air Corps lost a very capable and efficient young officer and an excellent airplane pilot. Lieut. Moseley is not lost to aviation, however, for he is now affiliated with the Western Air Express at Griffith Park, Los Angeles, Calif., as General Manager.

Lieut. Moseley received his flying training at various schools in France, and was commissioned a 1st Lieut. on May 13, 1918. He served actively at the front with the 141st, 95th and 27th Aero Squadrons, and was officially credited with the destruction of one enemy aircraft in action. He also served as chief test pilot at the First Air Depot at Colombey Les Belles, France.

Lieut. Moseley has flown many types of French, German, British and American planes. His versatility in this respect caused him to be chosen as alternate pilot of the Verville-Packard airplane sent to France in the fall of 1920 to compete for the James Gordon Bennett Trophy. Several months later he piloted the plane to victory in the Pulitzer Race held at Mitchel Field, N.Y., on which occasion he broke existing speed records for flying over a closed circuit. He made several flights across the American continent and participated in a number of other long distance cross-country flights.

NOTES FROM AIR CORPS FIELDS

Crissy Field, Presidio of San Francisco, Calif., Oct. 26th.

The Coast Guard has lookouts at four points around the Golden Gate at the entrance to San Francisco Bay. They maintain a constant watch of all shipping and, in addition, have special instructions to watch all aircraft flying in that vicinity, noting the type of plane so that in case of a forced landing of a land plane in the water aid may be sent immediately. When any special missions are to be carried out, the Operations Officer notifies the Coast Guard Station, in order that their lookouts may be on the alert for forced landings.

Three Navy planes arrived here Oct. 25th, en route to Sacramento for the Navy Day celebration there. The pilots were Capt. F.P. Mulcahy, Lieuts. C.C. Jerome and W.J. Wallace.

Commandant M. Tetu, Military Attache to the French Embassy at Tokio, arrived here Oct. 19th, and has been extensively entertained by Lieut. C.V. Haynes, the official host, and officers of the field.

Lieut. Benton, pending his departure for the Air Corps flight over South America, has been collecting data around the water front regarding steamship sailings, water traffic, and other things connected with the flight.

Lieut. W.G. Bryte was appointed Assistant Operations Officer.

Lieut. Weikert, en route to the Hawaiian Department, is laying over for a few days waiting for a transport.

Lieut. Whitney and family left on the Transport CAMBRAI October 23rd for New York.

Lieut. Williamson, on temporary duty since Sept. 24th; Lieut. Ridenour, on temporary duty since Sept. 17th and Lieut. Thorpe, on temporary duty since Oct. 1st, are scheduled to sail Oct. 28th for the Hawaiian Department.

Staff Sgt. Leo J. Smith returned to Crissy Field on Oct. 22nd on the CHATEAU THIERRY, having completed the four months Armorers' course at Chanute Field.

Staff Sgt. Hobson Sage sailed for Oahu, T.H.

Staff Sgt. Morris, lately of the Hawaiian Department, returned from two months furlough, replacing Sgt. Guile who is now in Oahu.

In accordance with the training program for this period, school is running full blast. Courses are being given in Communications, Field Service Regulations, Administration and Trap Shooting for officers and enlisted pilots; close order drill or calisthenics, Departmental Training, Radio Telegraphy and Theory Supply, Military Hygiene and First Aid, Infantry Drill Regulations and Field Service Regulations for the enlisted personnel.

The gasoline shortage is serious; air instruction has been suspended and very little flying is the rule.

The Pacific Air Transport, Inc., Air Mail Carriers, established its main station at the lower end of Crissy Field and has been carrying the mail between Seattle, Washington, and Los Angeles, Calif., since that time. For this work they are using six Ryan M-1 Wright engine monoplanes and several Travelair and Waco airplanes.

Crissy Field, Presidio of San Francisco, Calif., November 3.

Commandant Tetu, Military Attache to the French Embassy at Tokio, at present a guest of the field, has been supplied with excellent mounts to use during his stay through the kindness of Col. Boles, C.O. 30th Infantry.

As a result of the shortage of gasoline curtailing flying at this field, there was an increase in ground activities and an athletic program has been added to the schedule of training under the personal supervision of the Commanding Officer, Major Emmons.

In their first practice game Nov. 1st, with the West Side Christian Church of San Francisco, the Crissy Field basketball team won 30 to 29 in a hard fought contest which went for two extra periods. Private Harper, Captain, shot most of the baskets for Crissy Field.

Lieut. Sherwood, pilot, and Sgt. Costenborder, observer, of the California National Guard, arrived from Los Angeles, Oct. 31st on a cross-country training flight and returned the next day.

Following the performance test of the governor on his car by the representatives of the State Traffic Department while en route to Yreka several weeks ago, Lt. Hackett has been working in his spare time in the evenings with the object of correcting a tendency of the instrument to give a slightly inaccurate reading at cruising speed. It is not known whether he has written a letter to the Department thanking these representatives for their co-operation or not; probably not.

Crissy Field, Presidio of San Francisco, Calif., Nov. 15.

The Army-Navy West Coast football game was played on Armistice Day in the University of California Memorial Stadium at Berkeley, Calif., before a crowd of 42,000, Army winning 23 to 21. It was the hardest fought game ever played between enlisted service teams on the Coast, being better than that shown by any of the smaller colleges. The teams were evenly matched, but the Army showed the best coaching. Interest in these games has been growing from year to year. A military exhibition in which 6,000 men participated took place just before the game was called. There were units from the 30th Infantry, Navy, Marines, National Guard and R.O.T.C. The 30th Infantry was the best drilled outfit, with the Marines a close second. The Air Corps unit of the University of California R.O.T.C. compared favorably with the Marines.

Lieut. C.V. Haynes and Mr. Dodds fished all day last Sunday near Napa, Calif. Lt. Haynes is said to have caught one fish, but no one from this field saw it.

A number of officers from Crissy Field met with the Board of Supervisors of San Francisco to discuss the proposed sites of the municipal landing field.

Lieut. Haynes has just purchased a new radio set. The first night he had it almost all the officers on the field dropped in to see how it compared with theirs. He has been able to get stations as far East as Chicago, and as far south as New Orleans.

Lieut. J.R. Glascock and party returned from Seattle, Wash., Nov. 10th. They saw the California-Washington football game and also visited Glacier National Park and Crater Lake on the return trip. With this trip and the trip to Yosemite last week his car has traveled 3100 miles in eight days.

Lt. Haynes left November 13th to go duck hunting near Los Banos.

16th Obs. Squadron, Marshall Field, Ft. Riley, Kansas, Nov. 19th.

Major Henry H. Arnold, C.O. of the 16th Obs. Squadron, has plenty of work for his pilots to do. The regular squadron work comprises: (1) Reconnaissance; (2) Special Cavalry Missions; (3) Field Artillery Observing.

Nearly all cross-country flights are curtailed because of the gas shortage, and because the special Cavalry missions are requiring so much of the squadron's time, fuel and equipment. Fort Riley is primarily a Cavalry post, since the Cavalry School is located here. The Cavalry student officers are now being given an aerial observation course. There are 90 students, and each will have received 10 hours' experience as aerial observers when their course is completed. This, in conjunction with other squadron work, keeps all of the nine pilots busy. The Cavalry officers are being instructed in aerial gunnery and reconnaissance. These tasks in addition to the many other squadron duties have been a big load, but have been efficiently performed by the officers of the 16th Squadron.

The 16th Observation Squadron also serves two masters, so to speak. We are called into action by General Booth and his Cavalry School, and we constantly render additional services to the 7th Corps Area.

The following officers reported to this Squadron for duty since Sept. 1st; 1st Lieuts. Chas. T. Skow from France Field, C.E. O'Connor from Camp Nichols, P.I., J.M. Bevans from Kelly Field, 2nd Lt. Russell Randal from Kelly Field and 2nd Lt. Harvey F. Dyer, recently commissioned in the Regular Army from civil life. Lt. Dyer graduated from the Advanced Flying School as Flying Cadet in September, 1925.

Capt. F.C. Venn, Flight Surgeon from Richards Field, Kansas City, Mo., is on temporary duty with this squadron in the absence of Capt. Pratt, the regular flight surgeon, who is taking the flying course at the Primary Flying School. Next March Capt. Venn will go down to Brooks Field for the flying course.

Four ships, piloted by Capt. Boland, Lieuts. Morrison, Bevans and Fisher, with Capt. Venn, Lieut. Skow and two mechanics as passengers, went to St. Joe on Oct. 26th and escorted Josephine Ford to Omaha, where they landed on the new municipal field. The next day the four ships returned to St. Joe to meet the Secretary of War. Major H.H. Arnold joined the flight there in a new Curtiss O-1 which had just been delivered to him at Dayton. All five ships returned to Marshall Field on the 28th.

One incident of note occurred when our officers were being introduced to the Secretary of War at St. Joseph. When 1st Lieut. Raymond Morrison was presented to Secretary Davis, he shook hands with the Secretary and asked "What's the name, please", "Secretary Davis", someone quickly informed him. "Oh", he said, and then smiled, and the smile went around the group, including Mr. Davis. This true story found its way to the front page of the Kansas City Star and to the Razzberry section of the Fort Riley publication.

Lieut. Bevans reported in from Kelly Field on Sept. 19th and next day he was on the way to the storm area in Florida with Mr. Baker of the Red Cross as his passenger and with Miami as his destination. They were forced down in a cotton patch at Gordo, Alabama, about 100 miles west of Maxwell Field, where they intended to stop for gas. Mr. Baker finished the trip by rail while Lieut. Bevans learned a few things about Cotton and Alabama hills. Three days later Bevans flew the plane into Maxwell Field after repairing it with a combination of string, linen and shellac. After a stay of about three weeks in Montgomery waiting for parts he flew the plane back home.

Ducks and prairie chickens were the prey for Marshall Field pilots during a two-day hunt in October. On Oct. 19th, Major Arnold, Lieuts. Morrison, Skow, Fisher, Jewett and Sgt. Lesperance departed for the big duck round up, near Kendall, Kansas. Their spoils amounted to 38 prairie chickens. This was a very smooth running organization, except that Sgt. Lesperance couldn't wait until he got down to their destination. Another party consisting of Major Newman (Cav.), Capt. Boland, Lieut. Randall and Sgt. Hamsher hunted near Hutchinson, Kansas. In the salt marshes they found most of their game -- 35 ducks and two prairie chickens falling for them. Randall almost went to jail for not being able to produce a hunting license. Only by the grace of God and a little legal pull were they able to take Randall out of the hands of the big Bullies. Tom Boland shot at least a million ducks but he was not able to get all of them because of deep water. There he was up the creek without a paddle. Capt. F.C. Venn, Flight Surgeon, and Lieut. Harvey F. Dyer went to Mullensville where they met some civilian friends who had motored from Junction City, Fort Riley's metropolis of 7,500. They saw three or four prairie chickens but no ducks. As they trudged o'er hill and dale Capt. Venn could be heard saying to himself "It won't be long now". Sure enough it wasn't long. Soon the shadows of night fell. Breaking the silence away out west on the lone prairie could be heard in accents clear, "Sweet Adeline".

Capt. Tom Boland and Lieut. Morrison went out to San Diego by train during September and returned with two Douglas O-2's.

Lieuts. Jewett, Randall and Dyer made trips in old Jennies back to Dayton during the last two months and returned with new Jennies. These men considered it a great honor to fly cross-country in Pursuit planes.

Master Sgt. Paul H. Dawkins just reported in to the 9th Photo Section, coming from France Field, Panama. He will have charge of the Photo Section immediately under Lieuts. Jewett and Dyer.

Master Sgt. Arnold Rueff also came to us from Panama. He is now line chief.

Staff Sgt. Donald F. Ewald left for Chanute Field to attend the Crew Chiefs' School, Sgt. Stimmel succeeding him as Sgt. in charge of Air Corps supplies. Pvt. Rowden also left for Chanute Field to take the Armament course.

Early in November Lt. Ralph E. Fisher flew to El Paso and brought Gen. Winans up to Fort Riley. A few days later Capt. Tom Boland flew the General back home.

U.S. Senator Means of Colorado visited Fort Riley, Nov. 15th and addressed the entire personnel. The following day Maj. Arnold flew him to Wichita, Kansas, and St. Joseph, Mo., returning to Fort Riley in a blinding snow storm.

Lieut. Harvey F. Dyer is the one Air Corps officer on the Fort Riley Dance Committee. He has in his charge all dance orchestras on the post, all of which he has reorganized. Before coming into the Army Lt. Dyer was a student and musician. He played trumpet with the Kansas City Nighthawks, famous over W.D.A.F., Kansas City Star's Radio Station, several years ago, and more recently had several notable orchestras of his own. Probably his most famous band was the "K.U. Sun Dodgers" playing at the Hotel Ambassador's Roof Garden, Kansas City, Mo.

Capt. Earley E.W. Duncan is now taking the Cavalry School course, but occasionally gets out to the field for a hop. When he can secure authority for a week end cross-country flight he usually flits to Kansas City.

Lt. Ralph E. Fisher hurries right up to Omaha whenever a possible chance for a cross-country arrives. There never lived a man more true.

Lieuts. Fisher and Bevans went to Kansas City, Nov. 11th to ferry H.P. Savage, National Commander of the American Legion, and Dr. Williams, National Committeeman of the American Legion, to Omaha for an American Legion banquet. Lt. Bevans returned the next day, but "Fish" was delayed by the "Weather".

San Antonio Air Intermediate Depot, Duncan Field, Texas, Nov. 1.

Lieut. T.H. Chapman, Operations Officer of this Depot, returned Oct. 22nd, ferrying from the Fairfield Air Intermediate Depot the Douglas World Cruiser BOSTON II, which is permanently assigned to this station for use in connect

with parachute work.

Major Frank D. Lackland, C.O. of the 3rd Attack Group at Fort Crockett, was a visitor here October 21st.

Lieut. Norman D. Brophy, Adjutant, made a week end trip to the Gulf at Corpus Christi, Oct. 30th, prospecting for the finny in the briny, and reports eight fine tarpon on eleven strikes, each one putting up a vigorous fight.

The Duncan Field Civilian Club gave its annual Hallowe'en Masquerade Dance on the night of Oct. 31st. About 250 were in attendance. The costumes were highly ingenious, and with the music fully equal to the occasion, nothing was lacking to make this the most gay and enjoyable affair of its kind that has yet been held.

San Antonio Air Intermediate Depot, Duncan Field, Texas, Nov. 16.

Lieut. Carl A. Cover, on duty at the Douglas Airplane Factory at Santa Monica, Calif., and Lieut. H.A. Bartron of the Fairfield Air Intermediate Depot, were visitors here, Nov. 15th on a cross-country flight.

Lieut. Stanton T. Smith of the Little Rock Air Intermediate Depot, arrived here, Nov. 4th, and ferried back a metal D.H. for the Little Rock Depot.

Mr. Edward G. Lupton, Supt. of the Aero Repair at Rockwell Field, just finished a period of temporary duty at this Depot, Nov. 4th to 16th. He is making a tour which includes this station, Wright Field and McCook Field, to study new equipment systems, etc., in use at these stations in connection with the manufacture and overhaul of airplanes and equipment.

The morale of the civilian personnel of the Depot is being boosted quite a bit in watching the first footsteps of a new infant in the field of local service journalism, the "Duncan Field Exhaust", a publication initiated by the employees and distributed to the personnel of the station monthly, in mimeographed form, and dealing with purely local matters. Owing to the fact that its editorship is more or less of an open secret, lively interest is aroused by its many shrewd hits.

Luke Field, T.H., October 6th.

Luke Field was represented at the Hawaii Territorial Fair by an exhibit of one DH-4B, one PW-9 and a radio outfit. The entire exhibit was in excellent shape and was the center of considerable interest during the fair. Luke Field also furnished a bombing formation of three planes which participated in the sham battle on the night of the fair.

The trophy, emblematic of the sector baseball championship, was presented to the Luke Field baseball team on October 1st by Brig. Gen. Henry D. Todd, who made a short talk to the assembled command complimenting the Luke Field team on their victory and the spirit shown during the past season.

Individual gold baseballs were given to eighteen members of the squad by General Todd, while Major Henry J.F. Miller, A.C., presented a sweater to each team member -- a gift of the officers and men of Luke Field. After the presentation ceremony, General Todd and the baseball team were honored by an aerial review in which all available airplanes and pilots participated. The following men received baseballs and sweaters: Lieuts. L.A. Smith, C.K. Rich, Staff Sgts. Harkins, Klemp, Henderson, Miller, Sgts. Hartzell, Geisler, Corporals Earnhardt, Lee, Spangler, Edwards, Boroski, Wagner, Pvts. Clancy, Johnson, Wheeler and Ross.

Hdqrs. 2nd Div., Air Corps, Fort Sam Houston, Texas, Nov. 8th.

Since the last report this station has been engaged mostly in routine duties, with the exception of our building program, which is progressing satisfactorily. The Recreation Room has been completed and is ready for use, filling a long felt want, the men in the last two months having had no place, except the barracks, to congregate in off duty hours for amusement.

Major John N. Reynolds, our C.O., left Nov. 3rd in an O-2, accompanied by a mechanic, for New Orleans, La., to participate in the exercises in connection with the dedication of New Orleans Airport, this in compliance with telegraphic instructions of the Secretary of War and the Chief of Air Corps.

Lieut. Charles Douglas, absent on the West Coast on leave since early in August, returned, Nov. 4th and resumed his duties as Engineering Officer. Due to the present lack of housing facilities at this station, Lieut. Douglas' family is temporarily remaining at Los Angeles, Calif.

The following changes in personnel of this station have taken place:

Sgts. Virgil D. Creamer and Hyman H. Zwick discharged, Oct. 20th, the latter reenlisting to attend the Air Corps Technical School at Chanute Field; Privates Roy Landrum and Thad Lowry discharged by purchase, Oct. 20th, and Pvt. Francis P. Eme, Oct. 25th; Pvt. Artie C. Hankins, expiration, Nov. 7th; Pvt. William Rose,

expiration, Nov. 6th and reenlistment Nov. 7th, to three months' furlough.

Sgt. Hyman H. Zwick, Corporal Robert Duke and Pvt. Edwin E. Lakes, 12th Obs. Sqdn., left Oct. 21st by rail to attend courses of instruction in Radio, Engine and Airplane mechanics at the Air Corps Technical School at Chanute Field, Rantoul, Ill., air transportation not being available.

Hdqs. 2nd Div., Air Corps, Fort Sam Houston, Texas, Nov. 16.

This station was inspected, Nov. 10th by the Hon. F. Trubee Davison, Asst. Secretary of War, Brigadier Generals James E. Fechet and Wm. E. Gillmore. For several days prior to the inspection the personnel were busily engaged policing the buildings and grounds, and it was hoped more time could have been devoted by the inspecting party for a more thorough inspection, but time was lacking and our station inspection had to be squeezed in between a review of the Second Division and a trip by airplane to Camp Stanley at the site of the picturization of "WINGS", the latest super-picture of the Famous-Lasky Corporation.

Staff Sgt. George A. Wiggs, one of our enlisted pilots, and Pvt. Anton A. Hugill, 12th Obs. Squadron, were honorably discharged per expiration of time of service, Nov. 11th, reenlisting the following day.

Capt. Levy S. Johnson, M.C., our flight Surgeon, and Staff Sgt. Edward L. Carr, 12th Obs. Sqdn., left, Nov. 14th on a ten days' hunting trip.

First Sgt. Craik W. Johnson and Staff Sgt. Fred I. Pierce, 12th Obs. Sqdn., departed by auto, Nov. 13th for a week's hunting and fishing.

Scott Field, Belleville, Ill., November 8.

Five ships were recently sent out at varying distances from the field and at varying altitudes in order to conduct a test on the degree of visibility of a new type of smoke candle which has been produced by the Chemical Warfare Service as a signal to be used in recalling ships in case of sudden bad weather. The test was conducted under the most adverse conditions, that is, low altitude and observation into the sun, and while it was not entirely satisfactory it gave sufficient data upon which to develop this type of signal for future use.

Mr. Leland of McCook Field Experimental Depot arrived at the field for the purpose of shielding the motors of the TC-10 for radio work. If the experiment proves satisfactory, all motors will be shielded and future airship work can be extended considerably with this radio help.

Scott Field personnel derived great satisfaction when its football team defeated the Jefferson Barracks eleven in their annual struggle by the score of 6 to 0.

The premier winter monthly boxing show, presented last Wednesday evening, consisted of three preliminaries of four rounds each, a semi-final of eight rounds and a main event of ten rounds. The participants fought before a capacity house and the fans apparently enjoyed the bouts immensely, as on numerous occasions they waxed most enthusiastic. In fact, as the old saying goes, they made the welkin ring, or noise to that effect.

Work has started with the camera obscura and it is hoped that by January first actual bombing practice will be started. A great interest is evinced by all of the pilot personnel in these activities.

Several patrols have been conducted in the past week with a great deal of success.

Colonel C. G. Hall, the Corps Area Air Officer, visited the post and conducted a cross-country flight on Wednesday, November 10th.

Lieutenant H.K. Baisley and Sergeant Stolte continued their photographic missions for the Hydrographic Service in Wisconsin.

Flying Time:	Lighter-than-air:	Man hours:	282 hours
		Ship hours:	60 hours, 52 minutes.
	Heavier-than-air:	Man hours:	14 " 30 "
		Ship hours:	9 " 20 "

Five visiting pilots during the week.

Bolling Field, Anacostia, D.C., Nov. 15.

The first of the Post Dances for the coming year was held at the Officers' Club on October 29th, with the Assistant Secretary of War and Mrs. Davison as the guests of honor. The building was attractively decorated in hallowe'en colors with pumpkins and witches, black cats and other mystic signs around the entire hall. Mrs. George E. Lovell was in charge of the decorating with Mrs. C.F. Wheeler as

the head of the Committee on Refreshments. A large number of officers and ladies from the O.C.A.C. and other Posts and stations nearby attended.

Captain Baucom, formerly connected with the Training and Operations, O.C.A.C., the newest arrival at this station, reported, November 1st, and was assigned to the command of the 18th Headquarters Squadron. Captain and Mrs. Baucom were assigned quarters on the station. The assignment of Captain Baucom to this station has helped to relieve the present shortage of commissioned personnel.

Lieut. Jack Upston, who has been acting as Engineering Officer for the 18th Headquarters Squadron, received orders to report to the Chief's Office. This station regrets to lose the services of Lt. Upston, but is glad he is not leaving the District.

Lt. Murray, who has been on cross-country since Oct. 25, for the Dept. of Commerce, throughout the southern and middle western states, returned to Bolling, November 12. Lt. Murray reports that the trip was most interesting. He has been asked to prepare a more detailed account of his experiences with a view point towards publishing the report in detail for some future news letter.

Selfridge Field, Mt. Clemens, Mich., Nov. 2.

Lieut. Irwin S. Amberg was detailed on temporary duty for approximately six months to Mitchel Field, N.Y. as test pilot in connection with receiving new airplanes from the Curtiss factory. In this connection, the following enlisted men were also detailed for the same period: Staff Sgts. Walter Christen, Howard Mondt, Henry J. Schaeffer and Pvt. Leslie McGaghan.

The following cross-country flights were made: Cadet Ernest H. Lawson to Toledo and return; Capt. Frank H. Pritchard to Dayton; Cadet Burton M. Hovey to Wright Field; Cadet Ernest H. Lawson to Wright Field; Cadet Ernest H. Lawson and Cadet Russell Keillor with Capt. Tate B. Collins, Med. Corps, to Camp Skeel, Oscoda, Mich.

Privates Clifford Angel, 94th Sqdn., and Abr. Weinstein, 27th Sqdn., left for Chanute Field to take courses in Engine Mechanics. Pvts. Daniel J. Murray, 95th Sqdn. and Alpha E. Wilcox, 57th Sqdn., left for Chanute to study General Mechanics.

Flying Cadet Charles M. Wiseley, killed in an airplane accident at San Antonio, Texas, Oct. 26th while flying for the moving picture "Wings", was buried at Findlay, Ohio, Oct. 30th. The services were conducted by Chaplain James H. O'Neill, of the 1st Pursuit Group. Burial was from St. Michael's Catholic Church. An escort from the 94th Pursuit Squadron, the American Legion, Knights of Columbus and city and state officials accompanied the body to the Catholic Cemetery. Cadet Wiseley is survived by his parents, Mr. and Mrs. Martin Wiseley, and a sister. The escort of planes from Selfridge Field under the command of Major T.G. Lanphier, was unable to take off on account of bad flying conditions, and wired their regrets at the last moment. A beautiful floral piece from Wiseley's Squadron, the 94th, was sent to Findlay as an offering of sympathy by Wiseley's comrades. Lieut. Carl Crane of the 1st Pursuit Group accompanied the body from San Antonio.

The Mt. Clemens Gas Company recently installed a huge storage tank, 32 ft. in diameter. It is now painted a dull grey but may be surfaced with a silver-aluminum paint to serve as an airplane land marker.

An informal dance and Hallowe'en party was given by the officers and ladies of the First Pursuit Group at the Officers Club, about 60 couples attending. Fanciful decorations and hangings adorned the Club with the weird spirit of Hallowe'en, but the gloom was dispelled by good music, dancing and refreshments.

The work of re-roofing the hangars is well under way. In addition to this work, the construction program for 1927 includes a new platform for the Air Corps Station Supply, a new heater for the Dope House, in order that doping may be done at any time, and new hangar doors, the contract for which has already been let, the repairing of Hangar 16, and the repairing of furnaces in all hangars. Several other projects are ready to be contracted for.

Wheeler Field, Schofield Barracks, T.H., Oct. 25.

The 4th Obs. Sqdn. has been working with unusual energy to complete all field projects before the inspection by the Department Commander on Oct. 21st. Under command of Capt. Signer, the squadron took part in the Hawaiian Division review, marching with the Special Troops, on October 14th.

Lieut. and Mrs. Fred S. Borum arrived on the last transport. The Lieutenant was assigned to the 4th Sqdn. -- welcome additions to the family.

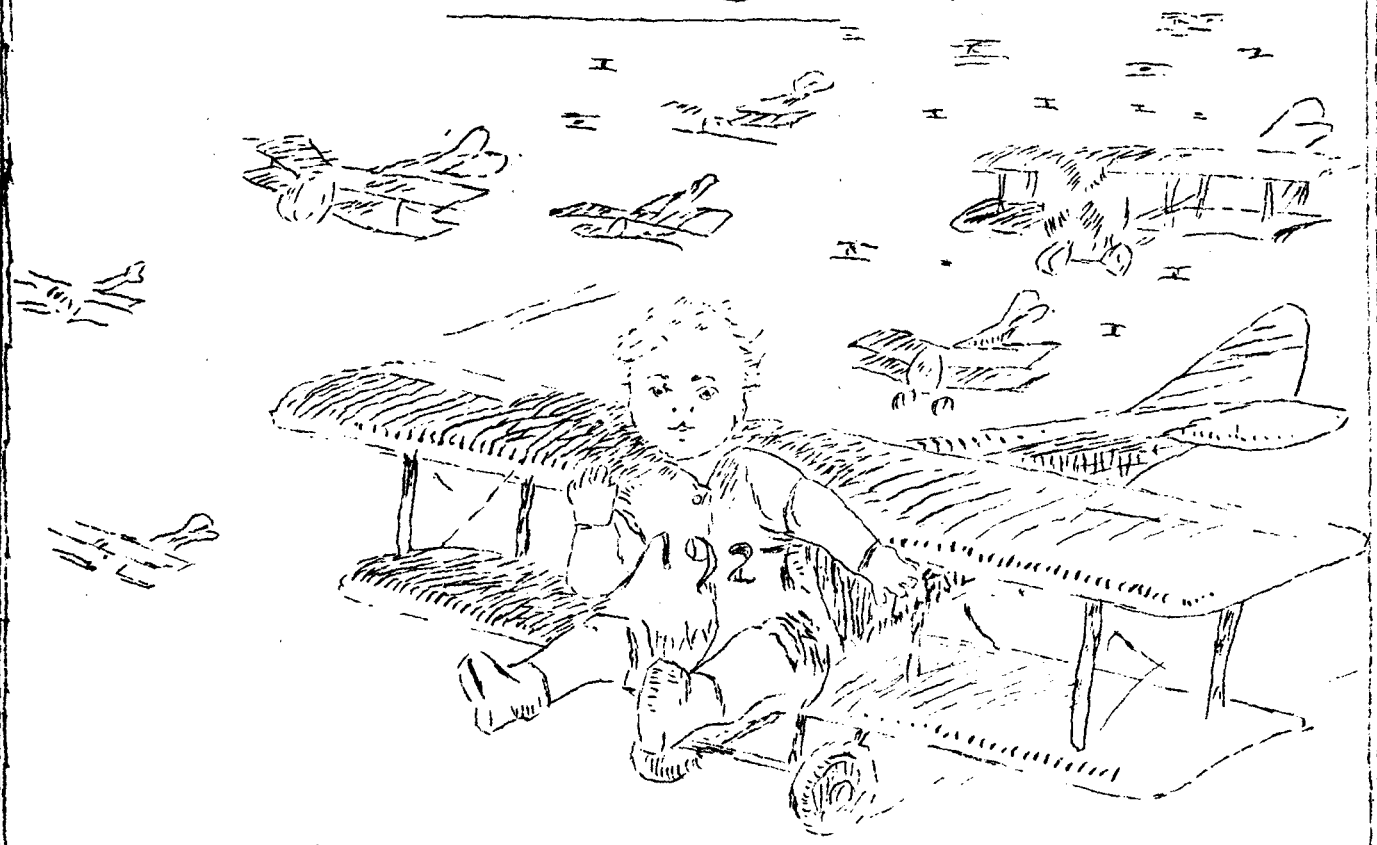
Lieut. A.J. Etheridge returned from leave in California on the last transport

and after reporting a wonderful time added that the sea-gulls on the California side had not forgotten him.

Lieut. J.W. Benson returned to the United States on the last departing transport for duty at Scott Field, Ill. His duties as personnel adjutant were taken over by Lieut. Fey.

Lieut. John F. McBlain returned to the mainland on a commercial liner for thirty days' leave.

U. S.
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AIR CORPS



News
Letter



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The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard and others connected with aviation.

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THE PAN-AMERICAN FLIGHT
By Captain Ross G. Hoyt, Air Corps

Another important chapter is about to be written in the already remarkable history of aviation in this country. For over two years detailed plans for a flight of U.S. Army Air Corps airplanes through Mexico, Central America, and around the greater portion of South America have been in the process of preparation in the Office, Chief of the Army Air Corps.

At first, two separate flights were planned; one from San Antonio, Texas, through Mexico and Central America to the Panama Canal Zone; the other starting from the Panama Canal Zone, circling South America and returning to the starting point. Later these two projects with numerous variations were combined, with the result that, without a single exception, all of the Latin American countries will be visited by this one flight.

In preparing the plan of the flight, it was necessary to go into great detail in many of its features. The flight passes from the North Temperate Zone, through the Torrid Zone, into the South Temperate Zone, and return, so that the meteorological problem alone presented considerable difficulty. In fact, the time chosen for the start of the flight depended entirely upon the weather conditions to be encountered throughout the route.

Landing facilities throughout the route of the flight presented another problem. It was desirable to have complete data not only for the places where the flight was scheduled to stop, but at intermediary points as well. Complete data on the transportation facilities throughout the route of the flight was indispensable if the flight was to be successful, in that the Advance Officers must precede the flight throughout its entire course, and a considerable quantity of supplies, spare parts, etc., shipped to various points in Central and South America and the West Indies. A detailed study of the availability of gasoline and lubricating oil throughout the route of the flight was necessary.

The ordinary maps and charts covering the route were too bulky and unwieldy for use in the planes, so strip maps of the route and a short distance on each side were made up and mounted on linen to make them more durable. This was no small task as the entire distance to be covered is in excess of 18,000 miles.

The study thus far revealed the desirability of using an amphibian type of airplane; in other words, one capable of landing either on land or water. Fortunately, a number of this type of airplane were already on contract with the Loening Aeronautical and Engineering Corporation, so that it was decided that five of these planes would be used on the flight, with an additional one for training purposes.

It might be well at this time to trace briefly the history of the amphibian type of airplane. One of the major problems confronting the aeronautical engineer is the removal from the airplane of the limitation of landing conditions, due to having seaplanes that are unfit for use over land, and land planes that are totally unfit and dangerous for use over water. Spreading like an ocean over every locality, the air is the great future highway for quick transportation. It was for this reason that the full significance of the development of the amphibian airplane was realized. Until the airplane is endowed with facility in landing or taking off anywhere, it is limited at the start, and is not provided with its most essential fundamental as a vehicle suited for universal commercial usage. The first steps taken were simply to add landing gear to a seaplane or pontoons to a land plane. The result was the spoiling of either a good seaplane or a good land plane.

The amphibious type of airplane was distinctly included in the earliest conceptions of Adler in France and Dr. Kress in Austria in 1898 and 1899. The Wrights in 1907 experimented with floats on the Miami River and, in October, 1909, at the Hudson-Fulton Celebration in New York City, Wilbur Wright flew the first airplane that could in any way be construed as amphibious. Because of the large area of water surrounding New York City, Wilbur Wright attached to his land type plane a

covered water tight canoe, with which undoubtedly he could have alighted safely on the water, but he could not have taken off again. Mr. Curtiss in 1910 conducted a similar experiment.

On March 28, 1910, Henri Faber made the first flight from water in France and contributed to the amphibian by giving the start to water flying. With the ensuing work of many of the constructors in France, and of Burgess and Frank Coffyn in this country, a rapid development of seaplanes took place in 1911, 1912 and 1913. The thought of making these seaplanes amphibious was in the minds of each of these early constructors. It was very common to find wheels at least fitted for the purpose of launching, and these naturally developed into efforts at landing on land, so that in 1912 several experimental amphibians were in existence in several countries, none of them being particularly successful.

The first really successful amphibian was the Caudron two-seater, twin-float seaplane, powered with a Gnome 80 h.p. engine. They were good flying machines, the amphibious gear consisting in mounting a wheel under each float. During the war, further development of extending the practical scope of the airplane by perfecting its amphibian qualities was practically abandoned.

In 1918 and 1919 a distinct revival of interest in the amphibian took place. In America, the first notable effort was that of Lawrence Sperry. He was exceedingly interested in this phase of aviation and genuinely enthusiastic over its possibilities, and it is surely the irony of fate that the tragedy of Sperry's death, the drowning of this pioneer after having had to make a forced landing in the English Channel in a small land plane incapable of floating, was due to the very cause he had foreseen and which he had been working so industriously to avoid.

Rapid progress was made in amphibian development during 1922 and 1923, and about this time the interest of Mr. Grover Loening was stirred and the plans of the present Loening Amphibian were laid out. The type of amphibian designed, however, practically demanded the use of an inverted engine. It was at that time that the Army Air Corps started the development of the inverted Liberty engine which has proved such a decided success.

The Loening Amphibian was designed primarily for observation work over land or water, or both. It combines the essential characteristics of two widely divergent types of aircraft, the land plane and the seaplane. This combination is effected by a merging of fuselage and hull into a single unified structure, thereby dispensing with the hanging floats of the hydroplane and the elevated power plant of the seaplane. Such unity in body, in conjunction with the inverted engine and retractable landing gear, makes possible a type of aircraft whose sphere of action is greatly increased. The amphibian type airplane is intended primarily for operation in such territory as the Philippine and Hawaiian Islands, or in a country containing large water courses and numerous lakes.

As stated before, the design is centered about the inverted Liberty engine. It incorporates a double bay, wire braced biplane construction in wood and metal, with float-tipped wings and close coupled fuselage, surmounting a flying boat hull, on which is attached a retractable landing gear. The landing gear consists of two retractable units pivoted on opposite sides of the hull in such a manner that they may be raised or lowered at the will of the pilot.

The Loening Amphibian is a good, easily handled, efficient flying machine. It has been looped and spun and otherwise "stunted" in an exactly similar manner as the best land plane of equal weight. It has been used by the United States Military and Naval services on numerous occasions, among which are the photographic survey of the Rainy Lakes region by Lieut. Eugene Batten of the Army Air Corps; the tour of New England by the Secretary of War; the operation of the Naval Arctic Unit; the MacMillan Expedition; and numerous other valuable flights. All of the military features, however, have been removed from the airplanes to be employed on the Pan-American Flight, in order that a false impression might not be formed of its purpose. At Mitchel Field, Langley Field, McCook Field, and at other Army Air Corps fields in foreign possessions, operation and service use of this type of airplane are in progress, giving a splendid opportunity to whip into shape every mechanical detail requiring perfection in this new type of airplane. The Pan-American flight of the Army Air Corps, which started on December 21st, will be the supreme service test of this airplane.

Having prepared all the numerous details and decided upon the type of airplane to be used, the complete plans for the Pan-American Flight were submitted to the War Department by the Chief of the Army Air Corps on May 26, 1926. The plan was approved by the Secretary of War without delay, he having already expressed himself

as being in sympathy with a flight of this nature. The Secretary of War then informed the Secretary of State of the desire of the Army Air Corps to make the flight and requested that the State Department enter into negotiations with the various countries to be visited to obtain permission for the advance officers to travel through their territory and for the flight to pass.

It was necessary for the State Department to negotiate with twenty-two different countries, including all the Latin-American countries, Great Britain, France and Holland. Communications were dispatched to all of these countries with a request that, due to the comparatively short length of time remaining before it was desired to start the flight, these communications be answered by cable.

In September, authority had been received from all countries concerned, welcoming the project most warmly, and offering all the facilities at their command to assure the successful passage of the flight. In the meantime, rapid progress had been made in the selection of articles of supply and their preparation for shipment to the various bases and sub-bases, of which there are nine all told, throughout the route.

The purpose of the flight is to increase the amicable relations existing between the United States and the Latin-American countries; to encourage commercial air transportation; to stimulate interest in aeronautical products of the United States; to give an extensive service test to the amphibian type of airplane.

For the purpose of expediting advance arrangements for the flight, the route is divided into six divisions, and an advance officer was assigned to each division, viz:

- 1st Division - San Antonio, Texas - France Field, Canal Zone.
1st Lieut. Byron T. Burt, Air Corps.
- 2nd Division - France Field - Valdivia, Chile
1st Lieut. Melvin B. Asp, Air Corps.
- 3rd Division - Valdivia, Chile - Rio de Janeiro, Brazil.
1st Lieut. Samuel C. Skemp, Air Corps.
- 4th Division - Rio de Janeiro, Brazil - La Guayra (Caracas), Venezuela.
1st Lieut. William E. Souza, Air Corps.
- 5th Division - St. George, Island of Grenada - Pointe a Pitre, Island of Guadeloupe.
Captain Wolcott P. Hayes, Air Corps.
- 6th Division - St. Thomas, Virgin Islands - Washington, D.C.
1st Lieut. Ivan G. Mormon, Air Corps.

The mission of the advance officers is to increase the amicable relations existing between the United States and the Latin-American countries; to encourage commercial air transportation; to stimulate interest in aeronautical products of the United States; establish amicable relations with local authorities; make arrangements for the successful passage of the flight, including selection of the best landing facilities and their marking; arrange locally for police and military protection of U.S. property and personnel; obtain all data possible regarding intermediate landing facilities and the flight route; make necessary arrangements for meteorological data to be furnished to the flight before and during each leg of the flight; make arrangements for securing copies of photographs taken by local authorities.

The maintenance sets, which include parts for the inverted Liberty engines and for the airplanes, have been assembled and prepared for shipment at the Fairfield Air Intermediate Depot. These maintenance sets have been shipped to the following named points: Salina Cruz, Mexico; France Field, Panama Canal Zone; Lima, Peru; Talcahuano, Chile; Buenos Aires, Argentina; Rio de Janeiro, Brazil; Para, Brazil; Port of Spain, Trinidad; and Havana, Cuba.

The Allison Engineering Corporation, Indianapolis, Indiana, produced the inverted Liberty engines to be used on the flight by reconditioning and converting the standard Liberty engine famous for its reliability and efficiency. Twenty of these engines were shipped throughout the route of the flight, as follows: France Field, 2; Lima, Peru, 2; Talcahuano, Chile, 3; Buenos Aires, Argentina, 2; Rio de Janeiro, Brazil, 5; Belem (Para), Brazil, 2; Port of Spain, Trinidad, 2; Havana, Cuba, 2. In addition, three engines were shipped to Kelly Field, Texas, for the use of the flight while in training there, and for substitution in the airplanes, if necessary, before the start of the flight.

To be continued next issue.

NOTES ON UPSIDE DOWN FLYING FROM A MCCOOK FIELD TEST PILOT ✓

Since the advent of the present standard pursuit planes inverted flying, especially in exhibition work, has been very common. This is due to the ease with which these planes may be rolled on their backs. Inasmuch as "everybody's doing it", a few words on the subject might not be out of order.

This spring, at McCook Field, one of the pilots took up the, then new, P-1, and executed a series of maneuvers while another pilot flew a DH alongside. The DH had a photographer in the rear cockpit and he took moving pictures of the P-1 as it maneuvered.

The most interesting picture was one showing where the P-1 rolled slowly on its back (around the longitudinal axis) using the ailerons. The pilot then pushed forward gently on the control stick and the plane gradually climbed and stalled, the speed falling off from about 160 to 70 miles per hour. The rudder was then kicked hard over, the stick pushed full forward and the plane went into an inverted spin. The feeling is somewhat similar to that experienced in an ordinary spin but much more uncomfortable. The controls seem sloppy and do not act as quickly. Altitude is lost very rapidly, and even after the plane stops spinning it takes about a thousand feet to get it off its back out of the dive, and in level flight. During this time the uncomfortable and unaccustomed altitude of the pilot makes the time in the maneuver appear much longer than it actually is. In the case cited the pilot thought he had made at least four turns of a spin before starting to come out. The movies showed only a turn and a half. The altitude lost was about three thousand feet or about three times that required for a turn and a half of a normal spin.

The method of getting out of the spin was to pull back on the stick and reverse the rudder and ailerons. In a particularly difficult case it might be advisable to lock the elevators and jazz the motor.

In executing the inverted spin and, in fact, whenever flying on one's back, it is recommended that the safety belt be made as tight as possible and that a rubber band "piece of inner tube about one inch wide" be placed over the snap of the safety belt fastener so it cannot accidentally become unhooked.

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PROMOTION OF AIR CORPS OFFICERS

Four second lieutenants of the Air Corps recently discarded their gold bars for silver ones, viz: Meline Merrick, Dudley Warren Watkins, Lyman P. Whitten and Homer W. Ferguson. They rank, respectively, from Nov. 9th, 14th, 20th and 24th, 1926.

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A PLAINT FROM THE EDITOR

Kelly, Langley and Brooks Fields, old standbys, who were wont to send in their contributions of news items to the NEWS LETTER quite regularly, have not been heard from of late. Nor has anything been heard from for some time from Rockwell Field, Post Field, Fort Crockett, and Mitchel Field.

The mission of the NEWS LETTER is not only to acquaint the entire Air Corps personnel with the activities in progress at the various Air Corps fields and stations, but to serve as a medium of publicity whereby through various newspapers and periodicals on the mailing list the general public is kept in touch with everything transpiring in the Air Corps. Non-receipt of news items from Air Corps fields handicaps the efforts being put forth to make the NEWS LETTER a thoroughly representative Air Corps publication.

Let us start the New Year right and have cooperation from every field.

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A FOURTH DEGREE MEMBER OF THE CATERPILLAR CLUB ✓

Captain Charles A. Lindbergh, Air Corps Reserve, now a pilot carrying mail for Uncle Sam, bears the unique distinction of being the only man living who owes his life four times to that most valuable article of equipment an aviator carries—the parachute.

It was while Captain Lindbergh was a cadet undergoing flying training at

Kelly Field, Texas, that he experienced his first "great thrill" and saved life No. 1. Perhaps the quoted words should be omitted, for this airman, an experienced parachute jumper, had up to that time made eleven practice jumps. His twelfth, however, was not a practice jump, but one of extreme necessity, for in combat practice his plane collided in mid-air with another one. Fortunately, his adversary in this mimic warfare also saved his life by jumping with his parachute. This incident occurred on March 5, 1925.

Captain Lindbergh's next adventure in the air occurred on June 2, 1925, at Lambert Field, St. Louis, Mo. He was engaged in flight-testing a privately constructed airplane, and for about ten minutes everything went along smoothly. Suddenly, while at an altitude of 2,000 feet, the plane slipped into a left hand spin and, despite all the efforts this experienced pilot put forth, the plane could not be righted and he jumped out when about 300 feet above the ground. Captain Lindbergh sustained a bruised shoulder in landing, but he saved life No. 2.

Lives Nos. 3 and 4 were saved while Capt. Lindbergh was engaged in piloting mail planes on September 16th and November 3rd, 1926, respectively, both incidents occurring at night. Captain Lindbergh relates his third adventure as follows:

"I took off from Lambert-St. Louis Field at 4:25 P.M., September 16, and after an uneventful trip arrived at Springfield, Ill. at 5:10 P.M., and Peoria, Ill., at 5:55 P.M.

Off the Peoria Field at 6:10 P.M. There was a light ground haze, but the sky was practically clear with but scattered cumulous clouds. Darkness was encountered about 25 miles northeast of Peoria, and I took up a compass course, checking on the lights of the towns below until a low fog rolled in under me a few miles northeast of Marseilles and the Illinois River.

The fog extended from the ground up to about 600 feet, and, as I was unable to fly under it, I turned back and attempted to drop a flare and land. The flare did not function and I again headed for Maywood (Chicago's air mail port) hoping to find a break in the fog over the field. Examination disclosed that the cause of the flare failure was the short length of the release lever and that the flare might still be used by pulling out the release cable.

I continued on a compass course of 50 degrees until 7:15 P.M., when I saw a dull glow on the top of the fog, indicating a town below. There were several of these light patches on the fog, visible only when looking away from the moon, and I knew them to be towns bordering Maywood. At no time, however, was I able to locate the exact position of the field, although I understand that the searchlights were directed upward and two barrels of gasoline burned in an endeavor to attract my attention. Several times I descended to the top of the fog, which was 800 to 900 feet high, according to my altimeter. The sky above was clear with the exception of scattered clouds, and the moon and stars were shining bright. After circling around for 35 minutes I headed west to be sure of clearing Lake Michigan, and in an attempt to pick up one of the lights on the Transcontinental.

After flying west for fifteen minutes and seeing no break I turned southwest hoping to strike the edge of the fog south of the Illinois River. My engine quit at 8:20 P.M., and I cut in the reserve. I was at that time only 1,500 feet high, and as the engine did not pick up as soon as I expected I shoved the flashlight in my belt and was about to release the parachute flare and jump when the engine finally took hold again. A second trial showed the main tank to be dry, and accordingly a maximum of twenty minutes' flying time left.

There were no openings in the fog and I decided to leave the ship as soon as the reserve tank was exhausted. I tried to get the mail pit open with the idea of throwing out the mail sacks, and then jumping, but was unable to open the front buckle. I knew that the risk of fire with no gasoline in the tanks was very slight and began to climb for altitude when I saw a light on the ground for several seconds. This was the first light I had seen for nearly two hours, and as almost enough gasoline for fifteen minutes flying remained in the reserve, I glided down to 1,200 feet and pulled out the flare release cable as nearly as I could judge over the spot where the light had appeared. This time the flare functioned but only to illuminate the top of a solid bank of fog, into which it soon disappeared without showing any trace of the ground.

Seven minutes' gasoline remained in the gravity tank. Seeing the glow of a town through the fog I turned towards open country and nosed the plane up. At 5,000 feet the engine sputtered and died. I stepped up on the cowling and out over the right side of the cockpit, pulling the rip cord after about a 100-foot fall.

The parachute, an Irvingseet service type, functioned perfectly; I was falling head downward when the risers jerked me into an upright position and the 'chute opened. This time I saved the rip cord. I pulled the flashlight from my belt and was playing it down towards the top of the fog when I heard the plane's engine pick up. When I jumped it had practically stopped dead and I had neglected to cut the switches. Apparently when the ship nosed down an additional supply of gasoline drained to the carburetor. Soon she came into sight, about a quarter mile away and headed in the general direction of my parachute. I put the flashlight in a pocket of my flying suit preparatory to slipping the parachute out of the way, if necessary. The plane was making a left spiral of about a mile diameter, and passed approximately 300 yards away from my 'chute, leaving me on the outside of the circle. I was undecided as to whether the plane or I was descending the more rapidly and glided my 'chute away from the spiral path of the ship as rapidly as I could. The ship passed completely out of sight, but reappeared again in a few seconds, its rate of descent being about the same as that of the parachute. I counted five spirals, each one a little further away than the last, before reaching the top of the fog bank.

When I settled into the fog I knew that the ground was within 1,000 feet and reached for the flashlight, but found it to be missing. I could see neither earth nor stars and had no idea what kind of territory was below. I crossed my legs to keep from straddling a branch or wire, guarded my face with my hands and waited. Presently I saw the outline of the ground and a moment later was down in a cornfield. The corn was over my head and the 'chute was lying on top of the corn stalks. I hurriedly packed it and started down a corn row. The ground visibility was about 100 yards. In a few minutes I came to a stubble field and some wagon tracks which I followed to a farmyard a quarter mile away. After reaching the farmyard I noticed auto headlights playing over the roadside. Thinking that someone might have located the wreck of the plane I walked over to the car. The occupants asked whether I had heard an airplane crash and it required some time to explain to them that I had been piloting the plane, and yet was searching for it myself. I had to display the parachute as evidence before they were thoroughly convinced. The farmer was sure, as were most others in a 3-mile radius, that the ship had just missed his house and crashed nearby. In fact, he could locate within a few rods the spot where he heard it hit the ground, and we spent an unsuccessful quarter hour hunting for the wreck in that vicinity before going to the farmhouse to arrange for a searching party and telephone St. Louis and Chicago.

I had just put in the long distance calls when the phone rang and we were notified that the plane had been found in a cornfield over two miles away. It took several minutes to reach the site of the crash, due to the necessity of slow driving through the fog, and a small crowd had already assembled when we arrived. The plane was wound up in a ball-shaped mass. It had narrowly missed one farmhouse and had hooked its left wing in a grain shock a quarter mile beyond. The ship had landed on the left wing and wheel and skidded along the ground for 80 yards, going through one fence before coming to rest in the edge of a cornfield about 100 yards short of a barn. The mail pit was laid open and one sack of mail was on the ground. The mail, however, was uninjured.

The sheriff from Ottawa arrived, and we took the mail to the Ottawa Post Office to be entrained at 3:30 A.M. for Chicago."

The circumstances surrounding Captain Lindbergh's fourth emergency parachute jump were almost similar to those of the third jump. He took off from the Lambert-St. Louis Field at 4:20 P.M., made a five minute stop at Springfield, Ill., an hour later to take on mail and then headed for Peoria. Weather reports telephoned to St. Louis earlier in the afternoon gave flying conditions as entirely passable. About 25 miles north of Springfield darkness was encountered, the ceiling had lowered to around 400 feet and a light snow was falling. At South Pekin the forward visibility of ground lights from a 150 ft. altitude was less than half a mile, and over Pekin the town lights were indistinct from 200 feet above. After passing Pekin the plane was flown at an altimeter reading of 600 feet for about five minutes, when the lightness of the haze below indicated that it was over Peoria. Twice the pilot could see lights on the ground and he descended to less than 200 feet before they disappeared from view. He tried to bank around one group of lights, but was unable to turn quickly enough to keep them in sight.

After circling in the vicinity of Peoria for 30 minutes, the pilot decided to try to find better weather conditions by flying northeast towards Chicago. He had ferried a ship from Chicago to St. Louis in the early afternoon, at which time the

ceiling and visibility were much better near Chicago than anywhere else along the route. Enough gasoline for about an hour and ten minutes' flying remained in the gas tank and 20 minutes in the reserve, hardly enough to return to St. Louis even had the pilot been able to navigate directly to the field by dead reckoning and flying blind the greater portion of the way. The territory towards Chicago was much more favorable for a night landing than that around St. Louis.

For the next half hour the flight northeast was at about 2,000 feet altitude and then at 600 feet. There were now numerous breaks in the clouds and occasionally ground lights could be seen from over 500 feet. After passing over the light of a small town a fairly clear space in the clouds was encountered. The pilot pulled up to about 600 feet, released the parachute flare, whipped the ship around to get into the wind and under the flare which lit at once. Instead of floating down slowly, however, it dropped like a rock. The ground was seen for only an instant and then there was total darkness. Meantime the ship was in a steep bank, and being blinded by the intense light the pilot had trouble righting it. An effort to find the ground with the wing lights was in vain as their glare was worse than useless in the haze.

When about ten minutes of gas remained in the pressure tank and still not the faintest outline of any object on the ground could be seen, the pilot decided to leave the ship rather than attempt to land blindly. He turned back southwest toward less populated country and started climbing in an attempt to get over the clouds before jumping. The main tank went dry at 7:51 P.M. and the reserve twenty minutes later. The altimeter then registered approximately 14,000 feet, yet the top of the clouds was apparently several thousand feet higher. Rolling the stabilizer back, the pilot cut the switches, pulled the ship up into a stall and was about to go over the right side of the cockpit when the right wing began to drop. In this position the plane would gather speed and spiral to the right, possibly striking the parachute after its first turn. The pilot returned to the controls, righted the plane and then dove over the left side of the cockpit while the air speed registered about 70 miles per hour and the altimeter 13,000 feet. The rip cord was pulled immediately after clearing the stabilizer. The Irving chute functioned perfectly. The pilot left the ship head first and was falling in this position when the risers whipped him around into an upright position and the chute opened. The last he saw of the DH was as it disappeared into the clouds just after the chute opened. It was snowing and very cold. For the first minute or so the parachute descended smoothly and then commenced an excessive oscillation which continued for about five minutes and which could not be checked. The first indication of the nearness of the chute to the ground was a gradual darkening of the space below. The snow had turned to rain and, although the chute was thoroughly soaked, its oscillation had greatly decreased. The pilot directed the beam from his 500 ft. spotlight downward, but the ground appeared so suddenly that he landed directly on top of a barbed wire fence without seeing it. The fence helped to break his fall and the barbs did not penetrate the heavy flying suit. The chute was blown over the fence and was held open for some time by the gusts of wind before collapsing.

After rolling up the chute into its pack Capt. Lindbergh started towards the nearest light; He soon came to a road, walked about a mile to the town of Covell, Ill., and telephoned a report to St. Louis. The only information he could obtain in regard to the crashed plane was from one of a group of farmers in the general store, who stated that his neighbor had heard the plane crash but could only guess at its general direction. An hour's search proved without avail. Capt. Lindbergh left instructions to place a guard over the mail in case the plane was found before he returned and went to Chicago for another ship. On arriving over Covell the next morning he found the wreck with a small crowd gathered around it, less than 500 feet back of the house where he had left his parachute the night before. The nose and wheels had struck the ground at about the same time, and after sliding along for about 75 feet it had piled up in a pasture beside a hedge fence. One wheel had come off and was standing inflated against the wall on the inside of a hog house a hundred yards further on. It had gone through two fences and the wall of the house. The wings were badly splintered, but the tubular fuselage, although badly bent in places, had held its general form even in the mailpit. The parachute from the flare was hanging on the tailskid.

There were three sacks of mail in the plane. One, a full bag from St. Louis, had been split open and some of the mail oil soaked but legible. The other two bags were only partially full and were undamaged.

MUNICIPAL AIRPORT AT OAKLAND, CALIF. ✓

"The Greatest Airport in the World" is what the City of Oakland means to make of 1,450 acres of tide land located on the bay shore south of the city. The location of the field is ideal - 20 minutes from the heart of the city - with deep water on one side and a railroad on the other; flat country all around and flying conditions as good as the best that Southern California has to offer, since the fogs of San Francisco do not cover the vicinity of the field. The approaches of the airdrome will be protected by a golf course which will also be laid out by the City of Oakland. The airdrome and the surrounding country is so well suited to flying from a flier's standpoint that several have said that it would be a good place for the Pulitzer Races.

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ANTI-AIRCRAFT TESTS AT ABERDEEN ✓

Personnel of the 49th Bombardment Squadron at Aberdeen Proving Grounds, Md., have of late been busy night and day flying missions for anti-aircraft tests. Commencing the first of September and continuing daily thereafter until the early part of November, the Squadron, in conjunction with the 61st Coast Artillery and the Ordnance Department, has been conducting tests to determine the serviceability of various and sundry new and improved weapons of anti-aircraft defense. In addition to the day work, an average of between four and five night missions per week were scheduled. During the entire period of the maneuvers there were no failures due to motor trouble or other reasons, and every mission requested was performed. Four DH-4M-2 planes, equipped with two-way radio, tow target and night flying equipment were used. A letter was recently received from the Chief of Coast Artillery commending the Squadron for the way in which the work had been performed and the hearty cooperation given. A condensation of the official report is now being prepared and will be submitted to the NEWS LETTER shortly, according to the Aberdeen Correspondent, who believes that it will be of interest to the Air Corps as a whole and those who are interested in the latest methods of anti-aircraft defense and the results obtained therewith.

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ROUND TRIP NIGHT FLIGHTS FROM THE ATLANTIC TO THE PACIFIC ✓

Several weeks ago it was decided that a round trip night flight across the Isthmus of Panama should be attempted, from France Field on the Atlantic Ocean to Balboa on the Pacific Ocean and return. This night flying across the Isthmus is considered a rather dangerous undertaking at this time of the year, due to sudden changes in weather conditions and the rough country which must be passed over.

Lieut.-Col. Arthur G. Fisher, Commanding France Field, decided that the best means of familiarizing himself with these flying conditions would be to make the flight as an observer. Two DH planes were equipped with radio and night flying equipment and Lieut. R.T. Zane, 63rd Squadron, and Lieut. R.W.C. Wimsatt, 24th Squadron, were designated as the pilots, while Lt.-Col. Fisher and Radio Operator Sgt. Walter B. Berg were the observers. On the first night scheduled for the take-off a very heavy downpour of rain necessitated postponement of the flight. The weather man acted the same on the second scheduled night, but on the third night he behaved better and at 7:00 P.M. the planes took the air and headed for the Pacific side five minutes later. They were reported over Colon and Cristobal at seven-ten; over Gatun Locks at seven-seventeen; nearing Darien at seven-twenty-eight; passing over Gaillard Cut at seven-thirty-one; over Pedro Miguel Locks at seven-thirty-three; circling over Fort Clayton at seven-thirty-five; flying over Fort Amador at seven-forty-five; then heading away from the Pacific side for France Field, flying over Gaillard Cut at eight-nine; everything functioning nicely; passing over Gatun Locks at eight-twenty-four; circling over France Field at 3200 feet at eight-twenty-eight. At eight-thirty-three the planes were on the ground and being rolled into the hangars.

Lt.-Col. Fisher reported a very pleasant night flight, not realizing that his flight had been the first to ever make a round trip across the Isthmus at night.

During the flight many phone calls were received at the Post Operations Office, coming from the inhabitants of the Canal Zone and the Republic of Panama, advising the officials at the Field that two airplanes were seen flying high in the air with green and red lights on their wing tips. The messages stated that the planes were

evidently lost or that the aviators did not know where they were going. The fact was that the public had not been advised that such a flight was to be attempted.

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CLUB HOUSE AT NASHVILLE, TENN. FOR VISITING AIRMEN

Members of the 30th Division, Air Corps, Tennessee National Guard, are very anxious that Army pilots visiting Nashville make use of their newly established club house, located in the heart of the city at 1404 Broad Street. Major John C. Bennett, Jr., commanding the Tennessee unit, states that rooms are always available there for visiting pilots.

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IMPROMPTU ALTITUDE FLYING

Recently at Wright Field, Fairfield, Ohio, Lieut. Harold L. Clark, Air Corps, piloting a DeHaviland metal airplane, ascended to a height of 25,000 feet. While this height is considerably short of the world's altitude record, it is rather unusual, as it was made in a standard plane without special preparation for altitude flying other than that this particular plane was equipped with a supercharger. No additional supplies of gas and oil were carried, no oxygen was carried and the pilot was not equipped for any other than a routine trip. The ascent and descent were made in less than two hours and Lieut. Clark landed none the worse for his experience.

Mr. C.O. Perry, of the Engineering Department of Wright Field, then took the same plane and, accompanied by Captain Charles T.C. Buckner, Medical Corps, Flight Surgeon, started another flight, still without extra flying equipment or supplies. Captain Buckner, who had previously not ascended to an altitude greater than 14,000 feet, expressed a desire for an altitude flight in order to obtain some first hand information regarding the effects of high elevation on an unprotected flyer without oxygen or special equipment. Mr. Perry took the plane to a height of 28,000 feet. The ascent was made in 50 minutes and the descent in 30 minutes. Mr. Perry stated afterwards that he felt rather fatigued in the high altitude, that his eyes became dim, that his face and hands were numb and that every movement was an effort. Wearing no face mask, he had to rub his face frequently to keep up the circulation.

Captain Buckner stated that he felt the cold very keenly and was so weak that he had difficulty in raising his feet from the floor to make a slight change of position. He took his own pulse at frequent intervals on the way up, although he had trouble in making an accurate count when he was at 28,000 feet. On the descent he experienced an intense pain in his ears but he felt no permanent ill effects after landing.

A coating of ice was formed on the flying wires of the airplane, and one side of it was covered with ice where the exhaust vapors from the engine had condensed.

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AIR DEFENSES OF THE BRITISH EMPIRE

In an article on the above subject, written by Lord Thomson, former Secretary of State for Air of Great Britain during the Labor administration of the government, and whose views, it is believed, represent the prevailing opinion among officials and officers of the Royal Air Force, he states among other things:

"***There is no mobilization period in air warfare. The first attack by air upon these islands would coincide with, if not precede, the formal declaration of war. Failure to check the enemy's bombing squadrons might cause a state of panic in densely populated areas which, to say the least, would be embarrassing. Defeat in the first aerial encounters, if it were followed by marked inferiority in the air, would expose our dockyards and military centers to incessant bombing, and thus reduce the other fighting services to temporary impotence. The course of the war might be determined during the first ten days. The initial phase might be decisive.

To meet the menace of air attack, a new defense system has been rendered necessary, whose first line is the Royal Air Force. Inevitably the new organization has been criticized, if not condemned. It cuts across sentiment and tradition, like every other innovation; it encroaches, supplants, poaches on old preserves, and will, if it is properly applied, sacrifice the hoariest vested interests to efficiency and economy. Some of the criticism has been constructive and, as such, welcome. There

is always a tendency to go too fast in the exhilarating atmosphere of new ideas. But many critics have displayed either ignorance of, or unwillingness to face, the facts of the present situation.

Naval and military authorities in all parts of the Empire are still apt to regard air operations as in the main auxiliary to their own, and to forget the third dimension. There are still some who carry their obduracy so far as to deny that the first line of defense is in the air. The warning given by Field Marshal Foch upon this subject should be posted in every Admiralty and War Office. It is as follows: 'The potentialities of aircraft attack on a large scale are almost incalculable, but it is clear that such attack, owing to its crushing moral effect on a nation, may impress public opinion to the point of disarming the Government, and thus become decisive.' ***

Again, while a first-class airman is a national asset, no country can afford to keep second-rate pilots and mechanics; far too much is at stake. Scouting and spotting for a fleet or army are simple tasks compared to those which are required of a fighting pilot in air warfare. Continuous employment at the former renders the best men less efficient for the latter; and, although the convenience of the other arms should be studied and met as far as possible, the fact remains that every pilot and mechanic in the land must be available and ready for the all-important service of repelling air attack if and when the emergency should arise. In these conditions, the training of all air personnel has to be uniform; the most hopeless confusion would prevail if there were two schools of thought.

Any scheme of Empire Air Defense must be based on cooperation between the three fighting services. As air forces, because of their cheapness and effectiveness, tend increasingly to replace land and sea forces, many delicate questions of command will have to be settled. In matters of this kind, decisions cannot profitably be based on actual conditions; they should take into account conditions so far as they be foreseen, at least ten years ahead. Thereby money is saved, the bickering between departments is forestalled and to some extent mitigated. It is, or by now should be, axiomatic, that where a large air force is required, to put it under the control of men, however competent in other respects, who do not understand its functions, is always wasteful, and will often prove to be disastrous. Responsibility for air operations should never be divided. Air tactics are so different from military or naval tactics that only in special circumstances is it possible to combine them; to subordinate the action of units with the mobility of air squadrons to that of units on land or sea is to harness Pegasus to a cart.***"

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GASOLINE FOR THE PAN-AMERICAN FLIGHT ✓

It will take 10,000 gallons of gasoline to service each one of the five amphibian planes on the Pan-American flight around South America, according to a recent announcement of the Chief of Air Corps. Approximately 50,000 gallons of gasoline, 2,000 gallons of benzol and 5,000 gallons of lubricating oil have been shipped to the various ports of call to be visited by the Army fliers.

When the planes hop off, each will carry a main tank filled with 140 gallons of gasoline, and an auxiliary tank of 60 gallons capacity containing 80 per cent gasoline and 20 per cent benzol. The contents of the auxiliary tank will be used on take-offs and climbs in order to give the maximum power to the motor when the latter is running wide open during these critical moments. As soon as the ships reach the desired cruising altitude the main tank will be switched on in place of the auxiliary tank.

The cost of the Pan-American Flight will be met from the 1927 Army Air Corps appropriation for training and cross-country flying. It has not necessitated any special appropriation by Congress.

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A HARD SERVICE TEST FOR THE PW-9 AIRPLANE

Lieuts. L.M. Merrick and R.W. Douglas, Jr., of France Field, Panama, recently tested two PW-9's to determine whether this type of plane would function properly while flying under water. The two officers had made a cross-country trip from France Field to a little town in the Republic of Panama, known as Aguadulce, which in English means Sweet Water.

This little town lies about 130 miles south of France Field, a comparatively

short hop for a PW, but they "hit water". The airmen had decided to take off from Aguadulce for France Field at about 3:30 P.M. Flying conditions at Aguadulce and in the general direction of France Field appeared to be favorable when the planes took the air, but after flying less than 10 minutes the pilots knew that one of those fast and furious tropical storms had surrounded them or, in other words, they had "hit water" and plenty of it. They looked back with the idea of returning to Aguadulce, but nothing but thick black clouds greeted them in that direction, likewise in the direction of France Field. They tried in vain to get above or around the clouds, and finally decided to push ahead and try to make France Field.

The two little pursuit ships stood the "gaff". They flew for more than 100 miles in one of the hardest downpours of tropical rain seen for many a day in Panama. The pilots declared that the rain was so heavy that they could hardly see the tips of the wings of their planes. Neither knew what had happened to the other under the circumstances. Lieut. Merrick finally landed at France Field while Lieut. Douglas, who missed the field by about five miles, landed at a small emergency field known as the Fort Sherman Field. He was brought over to France Field by boat, and the next morning returned to Fort Sherman and flew the plane back to the field.

Both planes returned in perfect condition and the pilots declared that their motors had not missed once during their more than one hour's trying experience in the terrific rain storm.

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MAPPING THE FORT RILEY MILITARY RESERVATION

Lieut. Harvey F. Dyer, Air Corps, Marshall Field, Fort Riley, Kansas, Assistant Photographic Officer, and Staff Sgt. Walsh are now making a mosaic photographic map of the entire Fort Riley military reservation and surrounding country to a distance of approximately 25 miles on each side of the reservation, from an altitude of 11,500 feet.

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JAPAN HONORS WORLD FLIERS

Appreciating the wonderful feat accomplished by the Army Air Corps pilots in circling the globe by airplane, the Japanese Government recently conferred decorations on members of the Round-the-World Flight. Colonel Noburu Morita, Imperial Japanese Army, Military Attache, accompanied by Major Kikuichi Abe and Captain Saburo Isoda, Imperial Japanese Army, made the presentation of the decorations to the Hon. Dwight F. Davis, Secretary of War, who accepted them on behalf of the personnel of the flight, all of whom being too distant to make it practicable for them to attend in person. Among those present at the presentation were Major Generals John L. Hines and Mason M. Patrick.

Captain Lowell H. Smith, Lieuts. Leslie P. Arnold and Henry H. Ogden were awarded the Order of the Sacred Treasure, while Lieuts. Leigh Wade, Erik H. Nelson and John Harding, Jr., were awarded the Order of the Rising Sun.

The decoration for Lieut. Wade, now out of the service, was made to him at Governors Island, N.Y. by Brig. General Hugh A. Drum, in the presence of the entire Headquarters Staff and many prominent persons interested in aeronautics.

Lieut. Ogden's decoration was conferred on him at Selfridge Field, Mich., on December 12th by Major Thomas G. Lanphier, Commanding Officer of that field. The ceremony took place in a hangar on account of rainy weather. All of the squadrons of the field were lined up in formation when the presentation took place, and many visitors were also present. The citation awarding the decoration to Lieut. Ogden was read by Chaplain O'Neill. A letter from the Japanese Ambassador at Washington was read along with the citation.

After being congratulated by Major Lanphier and other officers on the post, an aerial review was held for Lieut. Ogden and later he, with a delegation from the field, attended a reception to General Umberto Nobile, an Italian airman, who with Roald Amundsen, the famous explorer, and Lincoln Ellsworth, flew across the North Pole last summer in a dirigible.

Lieut. Ogden was a mechanic in the plane piloted by Lieut. Wade. These two fliers had the mishap of being forced down into the Atlantic Ocean while on the hop from the Orkney Islands to Iceland. They were rescued by the U.S. Cruiser RICHMOND.

Lieuts. Nelson and Arnold received their decorations on December 6th at Fort

MacArthur, near Los Angeles, Calif., Lieut.-Col. William G. Peace, Commanding Officer of the post, making the presentation. The Japanese Consul, Chuichi Ohashi, was among those attending the ceremony.

"Smiling Jack" Harding, who was the mechanic in the World Cruiser, "New Orleans" piloted by Lieut. Nelson, came to New Orleans, La., December 3rd and, in the presence of a group of Army officers of the 87th Division, was presented with his decoration by Colonel Robert P. McMillan, Chief of Staff of that Division, as the officers stood at salute in front of the Army Supply Base. Harding continued to smile in the way which, according to Lieut. Nelson and other of the world fliers, won him friends from the frigid north to the tropical countries where the fliers touched, as he was given the white and yellow pendant and button insignia and as he shook the hand of M. Yagi, Japanese Consul-General at New Orleans. Lieut. Harding is now engaged in air mail flying at Tampa Fla.

The award of the decoration to Captain Lowell H. Smith, now stationed in Hawaii, has no doubt been made by this time, but no report has yet been received in regard thereto.

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OFFICERS FROM OTHER BRANCHES TRANSFER TO AIR CORPS

Ten officers from other branches of the Army were recently detailed to the Air Corps and ordered to proceed to Brooks Field, Texas, for primary flying training, viz: Captains James P. Lyons, Ralph F. Love, 1st Lieut. Charles M. Adams, Jr., and 2nd Lieut. Wm. W. O'Connor, Infantry; Capt. Wm. E. Barott and 2nd Lt. Eyrle G. Johnson, Cavalry; Capt. Harold Kernan, 1st Lieut. Harold J. Guernsey, 2nd Lieuts. Robert M. Cannon and Conrad L. Boyle, Field Art.

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AVIATION ACTIVITIES IN FRANCE

5100 Miles of Flight:

Lt. Schmitter and Adjutant Doizon, both of the 33rd Regiment of Aviation (French), Mayence, Germany, recently completed a 5100-mile flight with a service type Breguet 19 plane equipped with a Renault 480 H.P. motor. Bad weather conditions were encountered, and numerous landings made during the two weeks of the flight. The aviators flew over France, Spain, the Mediterranean, Morocco, Algeria and then returned to their station in the occupied region of Germany. The plane and engine had been in service for over a year prior to the flight, but no difficulty was experienced.

France-Madagascar Cruise:

The Madagascar flight in two Naval planes has not progressed as well as had been hoped. Lt. Guilbeaud was detailed at Bamako, Africa, awaiting spare parts with which to repair his seaplane. Lt. Bernard continuing the flight has reached Fort Johnson on Lake Nyassa. The next hop will be to Guillimane. He has already covered 8,200 miles.

Large Beacon Installed near Paris:

A night beacon, said to be the largest in the world, was recently installed on Mount Valerien, near Paris. In clear weather this searchlight can be seen for a distance of 62 miles, and is of 1,000,000,000 candle power. The next largest beacon in France, of 100,000,000 candle power, is at St. Affrique, near Dijon.

Italian engineers are studying the possibility of installing a beacon on Mount Etna, Sicily, similar to that on Mount St. Affrique. This light would be visible for a great distance, due to its 10,000 initial height, and would be of great aid to aerial navigation in the Mediterranean.

Aeronautical Exhibition in Paris:

The 10th Annual Aeronautical Exhibition opened at the Grand Palais, Paris, on Dec. 3rd, under the auspices of the French Aeronautical Chamber of Commerce, and lasted two weeks. A feature of this year's show was the number of machines exhibited which have proved themselves by meritorious flights. The increasing use of metal, and more particularly Duralumin, as an aircraft construction material was also a noteworthy feature. Only 3 British aircraft firms had exhibits at the show, the W.G. Armstrong-Whitworth Aircraft, Ltd., demonstrating their "Ajax" two-seater,

with Armstrong-Siddeley "Jaguar" engine; the Armstrong-Siddeley Motors exhibiting a full range of aero engines - the "Gene", "Mongoose", "Lynx", and "Jaguar", and the Bristol Aeroplane Co. showing their "Cherub", "Lucifer" and "Jupiter" engines.

Practically all of the French manufacturers of planes, motors and accessories were represented by important exhibits. Moving pictures were shown and every effort was made to interest the general public in the progress of aeronautics.

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NEW AIR LINE IN ITALY

The Italian Government granted the Transadriatic Co. (Capital Lire 500,000) a concession to organize and operate for experimental purposes and under certain conditions, a commercial air line between Venice, Klagenfurt and Vienna. The concession has a duration of one year, beginning from the date service is actually started, and may be extended by the Italian Air Ministry for a period of time to be established according to the requirements of traffic. The Company is authorized to transport passengers and freight and will be paid a subsidy of 12 Lire for each kilometer actually flown. On each flight to Vienna the Company will carry 50 kg. of mail matter, of which 5 kg. will be free of any charge and for the remaining 45 it will receive a compensation of 10 Lire per kg. from the Italian Postmaster General. Service will be started with two Junkers F. 13 cabin landplanes. A third machine will be put on the line as soon as daily service is started, and later a Caproni CA-73-bis commercial plane will also be used.

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BRAKES FOR AIRPLANES ✓

By M. Jacobs

Brakes for airplanes are not a new development. As early as 1910, it is said they were used on certain types. These were usually separate wheel brakes and used more for controlling the plane in taxiing than for breaking the speed in landing. When used for landing there was usually a tendency to send the plane over on its nose, and their adoption for Army planes was not advocated.

Early in 1925, however, the Air Corps Engineering Division at McCook Field undertook the study and development of brakes for the Douglas DT-1 for the purpose of increasing the efficiency of its ground control. The rudder of this airplane was hopelessly inadequate for taxiing, it being almost impossible to take the plane cross wind if the wind velocity was 10 miles an hour or greater. Due to the fact that the center of gravity is only a short distance aft of the axles when in taxiing position, it was believed that the brakes could not be applied a sufficient amount to materially cut down the roll without nosing the airplane over. It appeared probable that the directional control could be materially improved by braking either wheel separately. Disc type brakes were used, these being readily adapted to the chassis. A dural disc, sufficiently conical to lie parallel to the spokes, was riveted to the rim of the wheel. The disc was extended to the center where it rested on the hub of the wheel. Outside of this was the braking disc lined with rabestos. It was actuated by cams placed at the end of the axle. These cams in turn were actuated by cables leading through the axles to pedals in the cockpit. After some changes, these brakes functioned satisfactorily and are still in regular service. The ground control of the airplane is now excellent. In addition, the roll of the airplane after landing was cut down from approximately 1,000 feet to approximately 350 feet by the use of the brakes and with no noticeable tendency toward nosing over.

The next brakes developed by the Engineering Division were separately controlled hydraulic brakes for the P-1 airplane. These were designed similarly to conventional type internal expanding automobile brakes. A control mechanism was patterned after that used in the Chrysler automobile. In connection with this project, it was necessary to design and construct a wheel incorporating an internal brake drum. A disc wheel was designed and constructed of duralumin which had the necessary requirements. When this wheel was static tested it was found to compare favorably in strength and weight with the same size wire spoke wheel despite the fact that it incorporated a brake drum. The hydraulic brakes designed for the P-1 airplane were finally installed on a P-2 and are now undergoing service test.

To date the brakes and wheels that go with them have had landings correspond-

ing to approximately 50 hours of ordinary flight service. Except for a hub failure in one wheel, neither the brakes nor wheels have required any special attention, their performance being quite satisfactory. The greatest difficulty encountered with these brakes was the installation of the control parts. The cockpit of this airplane is very cramped and it was exceedingly difficult to find room to place the brake pedals. The present pedal installation is unsatisfactory and a new system is being designed. This will consist of a flop pedal mounted on the rudder pedal so that it will be possible for the pilot to operate the brakes without removing his feet from the rudder pedals and the rudder and brakes can be operated simultaneously.

NOTES FROM AIR CORPS FIELDS

Luke Field, T.H.

Three Martin Bombers and two DH-4M's from Luke Field made an inter-island flight to the Island of Kauai, on October 26th. The flight left Luke Field at about 7:15 A.M., rendezvoused with three F-5L's from the Naval Air Station, and proceeded to Kauai. The seaplanes landed at Nawiliwili Bay, while the land planes proceeded to the Hawaiian Airways Field at the Lihue Dairy, returning to Luke Field two days later.

Radio communication with Luke Field was maintained during the entire flight in both directions. In addition, one of the enlisted men set up his own 5 watt short wave set on the field at Lihue Dairy, using an antennae strung between two Martins, and by 2:00 P.M. on the 26th had established communication with the amateur station at Luke Field, using a 40 meter wave length. The following personnel participated in the flight: Pilots - Captains Henry Pascale, Lloyd L. Harvey; 1st Lieuts. James D. Givens, George W. Polk and Cadet Gilbert L. Tefft; Passengers - Major P.E. Van Nostrand, Commander; Captain John P. Beeson, M.C., 1st Lieuts. Robert S. Worthington and David W. Goodrich, Observers; Staff Sgt. Philip Monroy, Sgt. Wallace Yager and Pvt. Harold L. McLean, Crew Chiefs; Mr. Sgt. Albert C. Granger, Sgt. James N. MacAdams and Corp. Earl W. Rehl, Radio Operators.

The Department Commander made his annual inspection of Luke Field on the mornings of October 11th and 12th. The program for the 11th included a review, infantry drill, mass calisthenics, and inspection of the various activities and organizations at the post. An inspection of airplanes on the line, followed by a tactical demonstration constituted the program for the second morning. The tactical demonstration consisted of pursuit gunnery and dive bombing, intermediate and high altitude bombing and bombardment gunnery.

The Department Commander was very well pleased with the tactical demonstration and with the accuracy of the machine gunnery and bombing.

Lieuts. Ridenour, McPike, Weikert, Frost and Minty arrived on the CHATEAU THIERRY on Nov. 3rd. Capt. Meredith, Lieut. Brown, and Mrs. Worthington and children, returning from leave on the mainland, arrived on the THOMAS Nov. 5th. Capt. Whitesides, Lieuts. Beau, McDarment and Corkille, with their families, en route to the Philippines, stopped overnight at Honolulu while the THOMAS was coaling. To honor the new arrivals and those en route to the Philippines, a formal "Transport Aloha" dance was held at the Luke Field Officers' Club on the night the THOMAS was in port.

The officers' volley ball league entered the last round with the 19th Squadron officers in the lead, closely pressed by their rivals of the 6th and 72nd Squadrons.

Hallow-e'en was appropriately celebrated by the entire post, the officers holding a costume dance Oct. 30th, and the enlisted men a barn dance on the 29th. For the enlisted men's dance the 6th Pursuit Squadron hangar was decorated with streamers, flags, harness and straw. Wagons filled with straw were furnished to carry the guests from the Luke Field boathouse to the dance floor. The big event of the evening was the prize waltz. First prize was won by Mrs. Calcagno and Staff Sgt. Britten, with Mrs. Porter and Sgt. Davenport a close second. Music for the dance was furnished by the Luke Field orchestra.

The officers costume dance was held at the Luke Field Officers' Club on Saturday night. Capt. and Mrs. Lowell Smith won the prize for the best costumes, with Mrs. Gehres and Lieut. J.S. Griffith battled to a draw in the Charleston contest.

Wright Field, Fairfield, Ohio.

Major H.H. Arnold, from Marshall Field, recently made a brief visit, being the guest of Major and Mrs. Brett. Major Arnold ferried back to Marshall Field an O-1 airplane.

Lieut. Harold L. Clark reported for duty in October and was assigned to the Engineering Department.

Lieut. E.C. Whitehead, accompanied by his wife and children, made a short trip to Kansas, where it is planned Mrs. Whitehead will visit with her parents during Lieut. Whitehead's absence on the Pan-American flight.

Capt. J.A. Davidson and Lieut. Geo. A. McHenry flew airplanes from this

station to their home station at Fort Crockett, Texas.

Lieut. Clarence Shankle ferried a JNS to his home station, Boston Airport, early in November.

Major Wm. A. Bevan, Reserve Corps, who in civilian life is a professor of mechanical engineering at Perdue University, brought several students to Wright Field for a tour of inspection.

Lieut. Harry E. Dinger, of Bolling Field, ferried a number of students to the Technical School at Chanute Field and stopped at Wright Field en route.

Sgt. Haynes of Offutt Field, Neb., brought a Curtiss Jenny to the Repair Shops for overhaul and ferried another Jenny to his home station.

Lieut. C.E. O'Connor left for Langley Field Nov. 4th, ferrying an O-2 which had been overhauled in the Repair Shops. Lieut. O'Connor recently came to this station from Mitchel Field.

Three officers, Lieuts. O.O. Niergarth, C.W. Pyle and C.E. O'Connor, flew Nov. 13th to McKeesport, Pa., to assist in the dedication of Bettis Field.

Lieut. Isaiah Davies arrived Nov. 17th from Richards Field to secure a DH-4M-2 which had been overhauled in the shops.

A meeting of the Officers' Club Nov. 19th, Capt. Morris Berman was elected Governor, Lieut. S.G. Frierson, Secretary, and Lieut. C.C. Nutt, Member of the Board of Governors.

A Thanksgiving party was given by the Welfare Association Nov. 19th. Preceding the dance several turkeys and geese were raffled off for the benefit of the Association.

A farewell party and dinner for Lieut. Wm. J. Hanlon and Lieut. and Mrs. Malcolm N. Stewart was given at the Officers' Club on Nov. 7th.

The following were present at the Army and Navy football game at Chicago: Major and Mrs. Geo. H. Brett, who went with Lieut. and Mrs. E.R. Page; Major and Mrs. A.W. Robins, who traveled with Lieut. and Mrs. H.A. Bartron; Lt. and Mrs. H.G. Montgomery; and Capt. and Mrs. Edward Laughlin.

At a dance given Nov. 24th at McCook Field, the entire commissioned personnel of Wright Field attended. Guests of honor were Gen. and Mrs. Wm. E. Gillmore, who just returned from a brief visit in Texas. Gen. Gillmore recently purchased a residence in Oakwood, just outside of the city limits of Dayton, and he and Mrs. Gillmore are taking their place in social and civic affairs in the city of Dayton.

Volley Ball, which has now taken the place of outdoor sports for the winter months, will soon have the center of the stage. Athletic events appropriate to the indoor season will be staged throughout the winter. We do not have enough snow for real "winter sports", such as skiing, tobogganing, curling, snowshoe hiking, etc., but we make the best of existing conditions, and exercise is not neglected during the four cold months.

Field Service Section, Fairfield, O.

The Air Corps interchangeable list of standard parts was issued early in November and distributed to all stations. It is hoped it will be a labor-saver to all supply officers.

Capt. S.A. Blair was appointed Chief of Maintenance, resuming the same work which he started five years ago. He returned to his former position with new enthusiasm.

The following cross-country flights were made by personnel of the Field Service Section; Capt. S.A. Blair and Lieut. B.M. Giles to Selfridge Field on Nov. 22nd on business of the Field Service Section; Lieut. B.F. Giles and Mr. Roy Isaacs to Selfridge Field on Nov. 5th in connection with maintenance work on aircraft engines; Lieut. J.L. Stromme to Selfridge Field, returning Nov. 10th; Lieut. O.O. Niergarth to Selfridge Field Oct. 22nd, returning on the 25th; Lieut. Robert E. Self to Langley Field Nov. 8th for the purpose of rendering assistance to that field in connection with any of their existing supply problems, returning Nov. 13th; Lieut. E.C. Whitehead to Corps Area Headquarters at Columbus, Ohio, on business of the Pan-American Flight. Lieut. Whitehead expects to see the Central and South American landscape from the air within a short time.

Major Carl Spatz was a visitor here Oct. 20 and 21st to make arrangements for the allocations of airplanes during the next year.

Mr. E. G. Lupton, Shop Supt. at Rockwell Air Intermediate Depot, spent several days at the Field Service Section and the Fairfield Air Intermediate Depot. He is particularly interested in the work of airplane repair.

Mr. C.H. Calder and Mr. W.D. Kennedy left Oct. 22nd for an extended tour of several Air Corps stations in the east to investigate supply and maintenance problems. While at Bolling Field they co-operated with Major H.S. Burwell, who is installing an improved system of maintenance inspection.

Capt. Morris Berman, a recent arrival from Washington, was appointed Chief of the Materiel Branch, his assistants being Lieuts. J.L. Stromme, M.S. Lawton and Harry G. Montgomery.

On Oct. 27th Lt. Wm. J. Hanlon arrived from Washington en route to the Philippines. His friends wish him the best of luck on his trip to the Islands.

Crissy Field, Presidio of San Francisco, Calif., Nov. 22.

Recent rains have benefitted the flying field and have not interfered with landing or taking off in any way.

Mr. Leslie Towers, Air Corps Reserve, passed thru here recently on his way to Seattle, Wash. For the past month he was at San Diego, Calif., with a new Boeing Pursuit ship - the F-2-B, equipped with a Pratt-Whitney "400" air cooled radial engine. The Navy has been running service tests on it and find that a few minor changes have to be made.

Lieut. Peterman, Air Corps, Calif. Nat'l Guard, arrived from Los Angeles, Nov. 19th, piloting a Jenny, to see the California-Stanford football game at Berkeley.

Capt. C.E. Giffin, pilot, with Capt. Huncker, Q.M.C., of Rockwell Field, passed thru on a cross-country flight.

Lieut. Erik Nelson flew up from Los Angeles on the 19th.

Major George H. Peabody reports that Lt. Jack Glascock is a permanent fixture at all the football games held at Berkeley, Calif., and that the Univ. of California has come to look upon his presence as an omen of good luck. It has been rumored that he has been giving his views on the progress of each game by means of smoke signals from his pipe.

Capt. David A. Myers, our Flight Surgeon, gave a talk to the Reserve Officers of the Procurement Branch of the Air Corps on active duty at Hdqrs. 8th Corps Area. Capt. Myers stressed the fact that the procurement of good, safe materials for the Air Corps was most important. His talk was so interesting that the officers were sorry when Capt. Myers had finished.

Crissy Field Basketball team won its first game in the Post League on Nov. 16th, defeating Co. E, 30th Infantry, 25 to 16.

Lieut. John W. Benton left Nov. 19th for San Antonio to join the personnel of the Air Corps making the Pan-American tour. A dinner dance was given in his honor, all officers and their wives being present. We all wish Lt. Benton success on his flight.

Lieut. Frank D. Hackett, Engineering Officer, showed a class of Reserve enlisted men around the Field recently. These men were taken thru all the departments on the field and a specialist at the head of each one explained its workings.

Crissy Field is fortunate in having one of the best squadron kitchens in the Army. It is modern and up-to-date, being equipped with a large steam table, a dishwashing machine, sterilizer, potato peeler, etc. The mess hall itself has been made very attractive. It has curtains for the windows; the tables have been made spick and span with suitable covering; pictures of California scenery hang on the walls and a radio loud speaker furnishes music at meal time.

Crissy Field, Presidio of San Francisco, Calif., Nov. 27th.

It is the opinion of the pilots at Crissy Field that the pilots of the Pacific Air Transport Company have the most difficult flying in the world. As a rule they take off at Los Angeles at 12:01 A.M. and frequently climb thru fog to an altitude of 5000 feet and head for Bakersfield and San Francisco. The results of this night flying on the Pacific coast are watched with interest.

In spite of the downpour of rain to a depth of six inches during the week, the flying field is in good condition. The water runs off almost immediately and the field can be used at all times.

The Flight Surgeon, Capt. David A. Myers, has been illustrating the reliability of the turn and bank indicator by means of rigging the instrument to the Jones-Barany chair and putting the pilot thru the various movements. The reliability of the pilots' reactions and of the instruments' actions were shown and a lesson in the importance of co-ordination driven home.

A handball court is being built on the East side of the barracks for the use of the officers and men of Crissy Field. A cement retaining wall, built to prevent slides, will be utilized as the back board. Our athletic equipment is steadily increasing.

Reports have been coming in concerning Lieut. Jack Glascock's activities with his pipe smoke-signalling apparatus at the Stanford-California football game Nov. 20th. At critical periods of the game it was observed that he attempted to lay a smoke screen on the line of scrimmage but, due to a choppy cross wind, the acrid fumes from his ancient pipe almost obscured his side of the stadium.

Lieut. Wilfred J. Paul reported Nov. 16th from two months' leave and was assigned to duty as Asst. Transportation Officer.

Lt. Alfred W. Marriner left Nov. 20th for Terrance, Calif., on a ten-day hunting trip.

Crissy Field, Presidio of San Francisco, Calif., Dec. 6th.

Major Emmons, 1st Lieuts. Haskett and Glascock, 2nd Lts. Bryte and Henry and SSgt. Woodruff departed for Rockwell Field to ferry back JN-6 airplanes to this station for Reserve officers' training.

Lieuts. Haynes and Paul are so well up in their trapshooting that they can afford to give their opponents approximately 10% handicap. Small wagers have been made as to the outcome and sometimes the handicap has proven well for the opponents. A piece of chamois is preferable to cloth for wiping goggles in wet weather.

George Dixon, football star and All Coast basketball guard, will take the examination for commission in the Air Corps a year from next June.

Contrary to the general conception that the Air Corps is composed of small men, it is pointed out that 22 out of the 30 men on the varsity football squad of the University of California are members of the Air Corps ROTC. The University of California unit also contains several men who have won the "big C" in crew, baseball, basketball and track. There are also men on the boxing, wrestling, golf, swimming, gymnasium and tennis squads, which are listed as minor sports, the circle "C" being the emblem awarded. The Air Corps rifle team is always toward the top in all meets. They also have a 12-man pistol team working under the supervision of Lieut. Barnett, Air Corps, Asst. to the Officer in Charge of Training. It is to be regretted that to date no representatives can be found on the tiddle-di-winks team, but it is promised on good authority that the defect will be remedied immediately.

Lieut. Glascock, a California big "C" man, is constantly on the alert to keep their interest stimulated with advice and is present at every meet. He is as much a part of their work as his pipe is a part of himself. But he has not been able to get over to the campus very much since the rains started, due to the fact that his pipe lacked sufficient protection from the inclement weather; however, a rain-proof pipe cover is now in the process of manufacture and, when completed, will be installed with fitting ceremony.

Crissy Field, Presidio of San Francisco, Calif., Dec. 13.

Major General Eli Helmick, of the Inspector Gen.'s Dept., inspected the field December 8th.

A party of Reserve Officers from the Corps of Engineers also made an inspection of the field on the morning of the same day.

Capt. B.A. Palmer, A.C. Reserve, reported for 15 days' active duty.

Lieut. and Mrs. Prentiss, who have been staying here on leave, left on the transport CAMBRAI for Hawaii.

Master Sgt. Thomas J. Fowler and Staff Sgt. Paul L. Woodruff filed their applications for commission.

Twenty-three applicants were scheduled to take the examination for Flying Cadet training on December 14th.

49th Bombardment Squadron, Aberdeen Proving Grounds, Md.

There have been several changes in the organization lately, but the biggest surprise was to see Lt. Jimmie Howins come ambling in after a ten months' rest at Walter Reed. Jim had a little argument with a Martin last fall and came off second best. He has taken over the duties of Squadron Engineering Officer as well as the

Armament and Communications Sections.

Lt. John Dulligan, a recent arrival from Kelly Field, was promptly assigned the job as Squadron Supply Officer. He has since acquired the Post Exchange. His arrival brought the commissioned strength of the organization up to six.

Lieut. B.S. Thompson was relieved from duty and departed for Kelly Field to participate in the Pan-American Flight.

Lt. George G. Cressey, formerly on duty with the 18th Airship Co., here, completed the Observers' course at Kelly and sailed for Hawaii.

Warrant Officer Frank Bahel has been transferred to Langley Field for duty.

The hunters of the Squadron are taking full advantage of the opportunity to pursue the elusive duck and are returning daily with good bags. Several of our friends from the Chief's office also drop out of the sky occasionally to try their luck as Nimrods. Among those flying up recently were Maj. Harmon and Lt. Barker.

It is reported that 1st Sgt. W.A. Innes, discharged the latter part of October, intends to return to his native heaths of Bonny Scotland. "Mac" has been Top Kick for the past seven years and his loss will be felt by the entire organization.

Staff Sgt. W.S. Side-Livermore was appointed to fill the vacancy and is leaving no doubt in the minds of our numerous recruits as to his ability to handle the job.

Tech. Sgt. Samuel Davis returned from a six months' detail on detached service at Hartford, Conn., where he was acting as pilot for tests in connection with cloud dispersing materiel.

Tech. Sgt. U.S. Nero, having tired of the Squadron Mess, decided to open a mess of his own and has taken unto himself a wife. The Squadron extends its congratulations and best wishes to our latest newly-weds. Among the gifts was a beautiful electric percolator with cream and sugar to match from the noncommissioned officers of the organization.

On Thanksgiving the Squadron Mess, under the direction of Mess Sgt. Karl Johnson, turned out a dinner which would have been a credit to any cook. In accordance with a standing custom of the organization, the commissioned personnel were invited to partake of the well prepared dinner - an opportunity of which all availed themselves. Those present included Maj. and Mrs. H. Geiger, Lieut. and Mrs. G.H. Steel, Lieuts. W.H. Bleakley, James Hewins and John Dulligan.

The Post Football team, composed principally of men from this organization, just completed a series of games which resulted in three games being won and three lost. The team vanquished the 61st Coast Artillery, 30 to 6; Vard Athletic Club, 7 to 0 and Chemical Warfare Service, 6 to 0; and lost to Edgewood Arsenal, 47 to 2, to Frederick Athletic Club, 6 to 0 and to North East, 9 to 6. Lieut. Dulligan was the team coach; Staff Sgt. Zombro, Captain; and Sgt. Richardson, Manager.

During the winter months a school will be conducted for all personnel of the organization. Five hours per week will be devoted to instruction of enlisted men in motors, airplanes, armament and communications. The commissioned personnel and enlisted pilots and bombers will have practical work in bombing, machine gunnery, etc. Lieut. W.H. Bleakley, Operations Officer, was assigned as School Officer for this course of instruction.

France Field, Panama Canal Zone.

France Field was a very busy place during October. Many changes in personnel, old-timers going back to the States and newcomers coming to try a hitch in Panama.

Lieut.-Col. A.G. Fisher and family are now very comfortably located in the Commanding Officers quarters, previously occupied by Major Folett Bradley. The Colonel is so well satisfied with his new quarters that he really feels pleased that he has three years before moving again.

Major Beverley, our Post and Flight Surgeon, is kept very busy these days, being the only surgeon on the field. Besides looking after and caring for the Post Hospital, he spends much time on the Flying field observing flying conditions of the pilots.

Lieut.-Col. H.J. Nichols, M.C., Department Sanitary Inspector, has been very kind to France Field during the past two months, permitting his sanitary gangs to work one day each week on the flying field endeavoring to drain the field of its many water holes. The colonel made several trips by air from Balboa to France Field.

Lieut. R.T. Zane, Supply Officer, reports that funds were received and he is now constructing a proper system of "leakage" to the field by installing a system of concrete ditches. He states these ditches will care for the drainage during the worst kind of rain.

A number of interesting cross-country flights were made during the month into the San Blas Indian Country, located to the northeast of France Field, where the white and blonde Indians are supposed to live.

Lieut. Robt. B. Williams, the "newly-wed", just returned to the field after spending a two weeks' honeymoon in the San Blas country. A rather remote place to take a bride, but both the Lieut. and Mrs. Williams reported a very pleasant trip.

France Field performed its first night observation mission on Oct. 28th, when actual firing from six inch rifles was carried out. The mission was performed by Lieuts. Parker and McHugo, 7th Obs. Sqdn., and the firing by the Coast Artillery at Fort Sherman. Eight shots slow and two shots rapid were fired at a moving target at a distance of 8,000 yds. The target was illuminated by shore searchlights. Lieut. McHugo, the observer, reported all shots were plainly visible. Two-way radio was successfully carried out during the entire mission, which lasted for one hour and five minutes. The plane landed at France Field at nine-five.

During the month the 7th Obs. Sqdn. performed six Coast Artillery missions, one Field Artillery mission, six Infantry Liaison, three Infantry contact missions, and two tracking missions for the anti-aircraft, besides aerial gunnery and regular garrison training. The total flying time for the 7th Squadron for October was 158 hrs. and 20 minutes.

The 24th Pursuit Squadron, besides their regular garrison training, performed 18 missions with the anti-aircraft, total time for the month being 158 hrs., 30 min.

The 25th Bombardment Squadron was busy with cross-country, gunnery and bombing practice, total time for the month being 98 hrs. and 5 minutes.

The 63rd Service Squadron was busy on cross-country, training, testing ships and other garrison duties, total flying time being 81 hrs. and 5 minutes.

In athletics and outdoor sports the Field is busy training teams for the coming Department championship meets and games. An inter-squadron baseball league has been organized at the field. All squadron teams are booked to play eight games. At present the series is about half over. The 25th Bomb. Squadron, under the management of Capt. Randolph, their C.O., is in the lead, closely followed by the 24th, Lt. Curry's squadron. All games have been close and interesting. Col. Fisher and his staff were kept busy watching the games. The Colonel is a booster of all sports.

Last month a series of inter-squadron boxing bouts began, followed by inter-post, and then a go by the winners of the inter-post to determine who should represent the Atlantic side against the winners of the Pacific side. The majority of all these bouts were held in the big auditorium at France Field, and were attended on each occasion by more than 2,000 spectators. France Field had three fighters to reach the finals, but none survived the finals, which were attended by the Commanding General, Major-General Martin and his entire staff.

Our social parties, boat and fishing parties, picnics and other outings have been too numerous to mention. A number of dances were held for the officers at the Hotel Washington and the Strangers' Club in Colon, while Bilgrays Roof Garden in Colon is still going strong. He has brought down a number of new entertainers from New York, among them being the famous Fawn Gray with her Black Bottom Dance.

The enlisted personnel of the post were not idle along lines of entertainment, a social club having recently been organized and it being planned to hold two dances each month. The first dance, held on Oct. 26th, was attended by more than 800. The Aviators Post Band furnished excellent music. The dance, under the general management of Post Bgt. Major Lucy, was a decided success, and all are looking forward to the next dance.

The entire post is now interested in the coming of the Pan-American Fliers who are scheduled to stop at France Field on their way around South America.

Lieut. Asp, Skemp and Souza, of France Field, who were detailed as advance agents of the big flight, departed the latter part of October to carry out their missions pertaining to the flight, Lieut. Asp heading for Colombia, Lieut. Skemp for Buenos Aires and Lieut. Souza for Rio de Janeiro.

Camp Nichols, Rizal, P.I.

HdQRS. 4th Composite Group: Capt. David S. Seaton, a recent arrival on the THOMAS, was assigned to the organization, as was Master Sgt. George W. Kellems, of Fort Crockett, also a passenger on the same transport. One of the 17 casualties arriving on the THOMAS was assigned here.

Sixth Photo Section: Master Sgt. Wilbur R. Rhodes, from Ft. Sam Houston, Texas, and Pvt. Freeman J. Grant, from Chanute Field Photographic School, who arrived on the THOMAS, were assigned to this organization. Both stated they were glad

their trip was over, and after looking around the Camp expressed satisfaction with their new station. The weather has been very good, considering the rainy season, and the Section took advantage of same to photograph several delayed projects.

Flight "B", 2nd Obs. Sdn.: The Flight has been engaged in working out the problems contained in the Training Schedule between the Flight and the Philippine Division. Lieut. Rush was pilot and Lieut. McMullen the observer. The first few problems were in visual signaling, using panels, Very pistols, drop and pick-up messages. On Sept. 10th successful attempts at pick-up messages were made, it being the first time this method of communication was used in the Philippines.

Capt. Dudley B. Howard is now in command of the Flight, relieving Lieut. McMullen. We received quite a number of officers from those who arrived on the THOMAS, viz: 1st Lieuts. Charles C. Chauncey, Hex. McClellan, Frederick I. Patrick, Robert M. Webster, Hugh A. Bivins and 2nd Lieut. Paul W. Wolf. First Lieut. John A. Kase and Warrent Officer Byron H. Mills were attached for tactical training.

66th Service Squadron: The Engineering Department of the Squadron made a highly gratifying record for September. Four DH-4B airplanes were uncrated, assembled and flight-tested. One DH-4M-1 was equipped for tow target work; two were especially equipped with night flying equipment; two DH-4B-1 airplanes were repaired, five Liberty Engines were overhauled in the motor overhaul department and four Liberties were dismantled and turned into stock. One Liberty Engine, inverted type, was overhauled. One DH-4B and one COA-1 were salvaged and serviceable parts turned into stock. Compressed air has been piped throughout the shops and the new air compressor installed.

Technical Sergeant W.R. Church and Sergeant J.L. Bentley, new arrivals in the Islands, were assigned to the Engineering Section. On the arrival of the THOMAS the organization had six privates assigned, two being Chanute Field graduates, one an automobile mechanic and the other an armourer. They are fast learning the lures of the Orient. Our former Company Clerk, Private V.J.G. Sheltz, recently returned from detached service at Corregidor.

Clark Field, Camp Stotsenburg.

Major Walton arrived on the "Thomas" and assumed command. His arrival gave us the much needed prestige at Stotsenburg. We have been 13 young Lieutenants for the last 5 months, and there have been several occasions when we surely needed a pair of oak leaves.

Golf maintains the lead in athletic activities. Lieuts. John G. Williams and Haddon daily strive to better the course record. Lieuts. James G. Taylor and "Hold in one" Chidlaw, having departed on the "Thomas", leaves Williams and Haddon to uphold the Air Corps in the matter of course records.

Lieuts. McMullen and Heffley were transferred here from Camp Nichols. How these "City Fellers" will fare up here with the "Hill Boys" is a matter of considerable concern, "Clem" being a bridegroom and "Handsome" a guitar player.

Besides losing Lieuts. Taylor and Chidlaw, we witnessed the departure of our former C.O., Lieut. Frederick V.H. Kimble, who "went" to Manila for duty in the Department Air Office. It is with regret that we saw him go, and as a token of the esteem in which we held him and also his mother, who lives with him, the Squadron presented her with a pair of massive silver candle sticks. Master Sergeant Deek, who made the presentation speech, did himself proud and was rewarded with boisterous applause. To make this a festive occasion, all of Clark Field was present, officers and noncommissioned officers, with their wives and children, all men on S.D. at the main post, Camp Stotsenburg; in fact, everybody was present. The Mess Sergeant, (Staff Sergeant Henry Mitchell) extended himself and put up a first class "Dutch" lunch with "Liberty Ale". It is here that I wish to mention the arrival of the newcomers, Technical Sergeant Terry from Langley Field and Staff Sergeant Silliman from Biggs Field, Texas, and their wives. They just got here in time to participate in the festivities and, judging by their comment, Clark Field, although in the "Jungles" of western Pampanga, is not half bad. Sergeant Terry replaced Technical Sergeant Parker, whom the Engineering Department saw depart with regret, but as one "Jawn" put it: "Man was born to mourn", and Sergeant Silliman replaced Staff Sergeant "Chesty" McDonald, formerly our Personnel Sergeant Major and Baseball pitcher.

Speaking of Baseball, it is not as yet evident as to whether our team is as strong this year as it was last year, having lost so many men. The Pampanga Cup and Pennant, now in possession of this Squadron, will have to be defended. We have very promising material lined up.

We are sorry to be forced to announce, in behalf of the 3rd Pursuit, that so far we have not been able to find any remunerative work for our pups, although Selfridge Field, Michigan, sent us over one of its best heavies. It is the lack of sparring partners that handicaps this lad very badly. We wish to state, though, with pride and also without fear of successful contradiction that his shadow boxing is positively impressive, to say the least. If Selfridge Field could see its way clear now to send us a mate to what we have, we might be able to witness some tall stepping and heavy slugging; if not, we'll have to be satisfied with the shadow boxing.

Ament the "reliable" MD-3A's mentioned in these pages some time ago, we wish to announce to our many friends in the States, that they need not view the situation with alarm, quite the reverse. We point with pride to the fact that we are still flying them.

Kindley Field, Fort Mills.

Annual Inspection by the Department Commander, General Sladen, and the Commanding General of the Harbor Defenses, General Caldwell, was held on September 11th.

On September 3rd, Major John K. Boles, F.A., conducted an informal inspection, and on September 25th Major E.N. Hardy, Department G-3, accompanied by Major William D. Frazer, C.A., made a complete inspection of the Field. There is every reason to believe that the Field made a most creditable showing throughout.

Master Sergeant Hornby reported for duty from Camp Nichols, September 2nd. Staff Sergeant McKnight and Sergeant Wright arrived on the last "THOMAS", reporting for duty September 22nd. Staff Sergeant Muirheid and Privates Allen, Butler and Cline left us on the same boat.

First Sergeant Hall reported from furlough and a short tour at Sternberg General Hospital as a result of an attack of Dengue Fever.

One more boat has come and gone. A shortage of ships and gas made her welcome negligible. An acute shortage of gas allowed the faithful old boat to pass out to sea like a common tramp. She took many of our friends, including Lieut. Umstead, who will spend six weeks or so in China. That same gas shortage seems to have shortened our flying radius to Subic Bay. This frontier post is visited only on important occasions, such as an inspection trip by G-3, which was flown by Captain Knight and Lieut. Albro, piloting Majors Hardy and Frazer. Of equal importance, from a flying standpoint, are the monthly trips of the Chaplain which have as objects the soul and social welfare of the natives. One trip in August and one in September netted six marriages and 12 baptisms, or should we say 12 baptisms and six marriages. An altar has now been built while flowers and candles in profusion welcome each descent of this trusty sky-pilot, - J.J. Babst.

Maxwell Field, Montgomery, Ala., Dec. 9th.

Personnel from this field attended the ceremonies incident to the opening of three new airports during November. On Nov. 5th Lieuts. A. Hornsby and W.B. McCoy in a TW-5 and Lieuts. R.D. Knapp with W.D. Old in a DH-4M-2, departed for New Orleans, La., and witnessed the dedication of the Alvin Callender Airport on the following day. New Orleans now has an excellent municipal flying field for use by both commercial and service flyers.

The opening of the Municipal Airport at Memphis, Tenn., on Armistice Day was attended by Lieut. W.D. Old with Lt.-Col. C.H. Danforth, Corps Area Officer, in a DH, and Lieut. A. Hornsby with a mechanic in a Douglas O-2. The party was entertained by the Memphis Aero Club, sponsors of the Airport.

Thanksgiving was pleasantly spent by the following "fortunates" at St. Petersburg, Fla., who took off from Maxwell Field on Nov. 24th; Lieut. W.D. Old with Lt.-Col. C.H. Danforth in a TW-5; Lieut. R.D. Knapp with Sgt. Erb in a Douglas O-2, Lieut. M.E. Gross with Corp. Nash in a DH-4M-2, Lieut. N.L. Cote with Staff Sgt. Lucas in a DH-4M-2 and Lieut. W.B. McCoy with Corp. White in a TW-5. The party were guests of the famous Jungle Hotel and were entertained as guests of honor at the opening of the Valencia Tea Room the night of their arrival. The following day, Nov. 25th, the dedication of Fuller Field was solemnized, and the attendance was estimated at about 15,000 people. A formation of three ships flew to Tampa and back following the exercises.

The return flight was made the following day, a royal good time being reported by all.

Selfridge Field, Mt. Clemens, Mich.

Major Thomas G. Lanphier recently addressed the regular monthly meeting of the Dames of the Loyal Legion of Michigan, in Detroit. Major Lanphier hit the pacifists when he warned of the false sense of security given the United States by their propaganda, and stated: "The safest way to keep out of war is to have a defense equal to the power of one's greatest enemy". He also described some of his recent experiences in Alaska, and said that he learned while there that flying is possible practically the year round, with some midwinter conditions better than they are in the Michigan climate. Aerial attack by way of Siberia and Alaska, over a land route would be possible in case of war, the Major said.

With the arrival of Lieuts. Hunter, Smith and Williams from Philadelphia, all activities between this field and Camp Anthony Wayne have ceased. Coincident with their arrival was a letter received here from Brig. Gen. H.G. Learnard, Commanding General of the Sesqui-Centennial Composite Forces at Camp Anthony Wayne, commending the officers and enlisted men of this post for the fine spirit of co-operation they displayed while on duty there.

Lieut. Streett, accompanied by Master Sgt. Tittel, went to Cleveland, O. in a Douglas Transport to study the lighting system in effect at the Air Mail Field at that place. It is contemplated installing a lighting system somewhat on the same lines at this field. Among the unusual things planned for the lighting system at this Field is a 50,000,000 candle power searchlight. Staff Sgt. Newcomb piloted the Transport to and from Cleveland. The General Electric plant in Cleveland was also visited.

Pilots of the First Pursuit Group will commence work in gunnery on specially designed balloons with a view of determining their adaptability for use as targets in aerial gunnery. The balloons were designed by the anti-aircraft units under the provisions of A.R. 760-400, Par. 4. The balloon when inflated measures about 28 or 30 inches, is of rugged construction, and has a vertical ascent from one yard to about 190 yards. The maximum efficiency will be obtained when the balloon is inflated so that it will have a rate of ascent to about 140 yards a minute, leaving plenty of elasticity in the balloon so that it may expand when it gets to a higher altitude.

By defeating the 17th Pursuit Squadron, 6 to 0, the 57th Pursuit Squadron football team established its title to the championship of Selfridge Field.

Scott Field, Belleville, Ill.

The TC-7, piloted by Major H.A. Strauss, departed from Scott Field Nov. 25th on a training cross-country flight to Fulton and Columbia, Mo. As the ship plowed through an atmosphere of flying snow and cold winds, both ship and crew were put to a long and gruelling test. But their annoyance was surpassed by their perseverance, and as a result they arrived at Columbia, Mo., per schedule in time to circle the football field for the start of the University of Missouri vs. University of Kansas game. Then they proceeded to Fulton, Mo., in the hope that new territory would present a bit of blue to replace the overstuffed silver lining. But there was no Allah so home they came, and the elements continued on their rampage even unto the end.

Pilots visiting the field recently were Majors Brereton, Rowell; Lieuts. Mayhue, Cover, Bartron, Davies, Gale and Gaines.

Hdqs. 2nd Div., Air Corps, Fort Sam Houston, Texas.

The 1st Photo Section just completed a mosaic of about 200 square miles of the Leon Springs quadrangle, including Galveston and the surrounding country.

Our Athletic and Recreation Officer succeeded in building up a basketball team which promises to do better than hold their own in the "B" Division of the Service YMCA League, having won the first two contests out of a schedule of 9 games. Ten teams from Kelly, Brooks and Ft. Sam Houston comprise the "B" Division of the League, and the winner in B Division at the end of the season plays the winner in A Division for the championship.

Due to the efforts of the above officer, our Recreation Room is taking on a pleasant aspect - pool tables renovated, lights and comfortable chairs furnished and negotiations under way to receive a "Traveling Library" from the large libraries of the post, our location being so far from the post proper that it is

venient to obtain books from there. So even though the boys work hard all day on our many construction jobs to make this old Remount Depot look like an Air Corps station and flying field they have something pleasant to look forward to after the day's work.

Lieut. and Mrs. Charles Douglas returned from 90 days' leave, during which time they visited the Grand Canyon, Yosemite and Yellowstone Parks, Sequoia, Southern Utah and Canada. They also went on a ten days' cruise near the Coast of California and enjoyed sword fishing off Catalina Island. During this time they enjoyed hunting in Kaibab Forest, and were on a short hunting trip in Mexico.

Lieut. L.D. Weddington, a member of the Pan-American Flight, was a recent visitor here.

Lieut. W.J. Reed, of Houston, Texas, was a recent visitor, flying a TW-3.

In the transfer of Pvt. Foster V. Brown from the 1st Infantry, our Headquarters, Staff received a valuable addition - an experienced Air Corps "paper man".

Tech. Sgt. F.B. Maloney spent a wonderful Thanksgiving Day with friends at Laredo, Texas.

Lieuts. Harry Weddington and Greenlaw cross-countryed to Muskogee, Okla., Nov. 14th, the former returning solo on the 15th.

Lieuts. H.R. Ogden and Halverson flew to Norias, Texas, Nov. 14th, Lieut. Ogden returning solo the same date.

Master Sgt. S.B. Dahlgren, 1st Photo Section, gave a number of lectures to officers of the 20th Infantry on the subject of "Aerial Photography".

Pvt. 1st Cl. Dale D. Bauter returned from 45 days' furlough, during which time he visited nearly all parts of Texas.

Capt. L.S. Johnson and Staff Sgts. F.I. Pierce and E.L. Carr enjoyed a ten days' hunting trip in the "Big Bend" Section of Texas. Capt. Johnson killed a tarantula about 4 or 5 inches in diameter, while Sgt. Pierce killed a big "Buck" and Sgt. Carr a deer, besides wounding a mountain lion.

This station was visited and inspected on Dec. 2nd by Colonel N. Morita, Japanese Military Attache, and Major K. Abe, Asst. Japanese Military Attache, who were accompanied by Major-Gen. Wm. D. Connor, Commanding Gen., 2nd Division, and Staff. During their stay, which consumed the better part of one hour, a formation was flown by Lieuts. Harry Weddington, Harvey R. Ogden and Staff Sgt. George A. Wiggs, each piloting a Douglas O-2 equipped with radio phones. The maneuvers of the formation were directed from the ground by Major John N. Reynolds, Commanding Officer of this station, who also used a radio phone. The result was very successful, and it was noted that an order from the ground was executed in from ten to fifteen seconds after having been given. The inspection party was very much interested and expressed satisfaction with the work.

San Antonio Air Intermediate Depot, Duncan Field, Texas, Nov. 27th.

The air in this vicinity has been humming with preparations for the Pan-American Flight. The office of the Flight was established at this field and all the personnel assembled. They assisted this Depot in the setting up of the Loening Amphibians for the flight.

Lieut. A.W. Vanaman, pilot, and Lt. R.V. Ignico, observer, of this Depot, took off Nov. 24th for a cross-country to St. Louis, and returning Nov. 30th.

Lieuts. Carl A. Cover and H.A. Bartron stopped here Nov. 15th on their cross-country flight from the West Coast, on account of minor repairs needed on their planes, and resumed their journey to McCook Field several days later.

Mr. Jacob Bailey, Aeronautical Mechanical Engineer at Rockwell Field, has been on temporary duty at this Depot since Nov. 26th, being on a tour, including the Curtiss Aeroplane and Motor Corporation at Buffalo, N.Y., the Fairfield Depot and this Depot, in connection with the manufacture and maintenance of Curtiss D-12 engines. He left here Dec. 7th.

The weather in this section has been ideal to date, especially on Thanksgiving Day, which was warm and sunny, amply conducive to the fullest enjoyment of the holiday.

San Antonio Air Intermediate Depot, Duncan Field, Texas, Dec. 13th.

The last three Loening Amphibians for the Pan-American Flight were received at this Depot and promptly unloaded and delivered to the Engineering Department. All of the planes for the Flight were set up and flight-testing started. Due to the fact that the Flight's Headquarters are located here, this station is a scene

of much activity. In addition to the regular preparations, the interest of the public is increasing constantly, many visitors coming to the field from time to time. Everything points to an enthusiastic and auspicious beginning of this undertaking.

The new Headquarters building of the Air Corps Training Center, located between the Swimming Pool and the Commanding General's quarters at this station, was recently completed, same being a building of this post which was remodeled and moved to the new location.

Several items of minor construction were in progress at this Depot, adding quite a little to its facilities. Our new drainage system is progressing rapidly, removing any fear of possible high water at any point. In the Depot Supply Department a runway has been constructed across the railroad track between two of the hangars, eliminating the use of the crane at that point; two new engine racks are being built to accommodate 200 Liberty engines, and steam heat is being installed in the shipping room.

Capt. Edward Laughlin and Lt. Milo McCune, of Fairfield Depot, were welcomed by their many friends here Dec. 4th, when they arrived on a cross-country.

Mr. Victor J. Showalter, expert in aircraft instruments at McCook Field, was here on a short period of temporary duty with the Pan-American Flight in connection with the instrument work on the Amphibian planes.

Mr. Fred D. Wood, Airplane Engine Mechanic and sub-foreman in charge of large airplane assembly here, has been on temporary duty at Hatbox Field, Okla., since Nov. 29th, superintending the assembly of a Martin Bomber there.

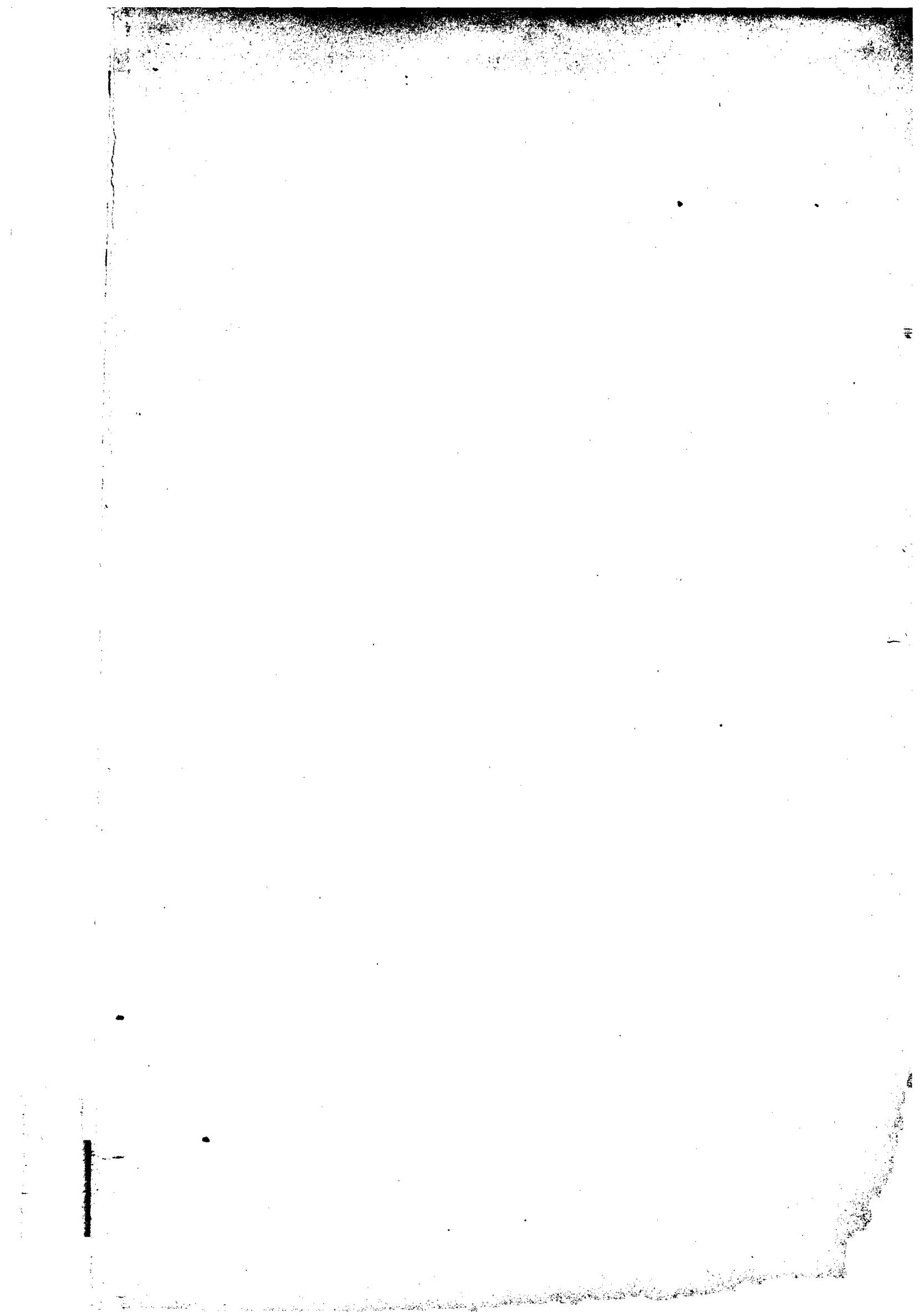
Many hunting parties composed of personnel of this Depot, are taking fullest advantage of this glorious season during week ends.

The Engineering Department overhauled and repaired during November, 29 airplanes and 51 engines, as follows: Airplanes - 3 PT-1; 5 DH-4M1; 3 PW-9; 1 P1-A; 2 VE-9; 2 JNH; 2 DH-4M-2T; 11 Douglas O-2; Engines - 31 Liberty, 20 Wright-E.

Inclusion 2/11

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