

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

FOR RELEASE July 19, 1924.

LIEUT. MAUGHAN'S RACE AGAINST THE SUN

With the sun to pace him, Lieut. Russell L. Maughan, the well-known Army Air Service pilot, set out from Mitchel Field, Long Island, N.Y., just before dawn on Monday, June 23rd, to fly across the continent to San Francisco, Calif., with the expectation of arriving there just before the evening shadows cast their pall of darkness over the Golden Gate city. "Old Sol", however, proved too strenuous a pacemaker, and when Lieut. Maughan reached Crissy Field he found himself out-distanced.

With clear sailing ahead he would have realized easily his ambition to see the sun on the California coast before it sank below the horizon over the broad expanse of the calm Pacific, but his progress was retarded by strong head winds during two-thirds of his trip and by cross winds during the remainder. A mechanical breakage while at Dayton consumed valuable time to the extent of one hour and 11 minutes while the necessary repair work was being made, also an extra stop at North Platte, Neb., between St. Joseph, Mo., and Cheyenne, Wyoming, consumed precious time. This intermediate stop was necessary by reason of the fact that the landing field at St. Joseph was muddy and Lieut. Maughan found it necessary to take off with a fuel supply considerably below the maximum, the little pursuit ship being unequal to the task of taking off from the wet field with a full load.

Faced with all these handicaps, Lieut. Maughan truly made a most remarkable flight. He spanned the continent in 21 hours, 49½ minutes, or about five hours better than the record made last year by Lieuts. Kelly and Macready in their non-stop flight across the continent.

As the New York TRIBUNE-HERALD put it, "The sun still travels a little faster than this, but humanity seems to be pushing him rather hard." A cartoon in the Cleveland PLAIN DEALER showed Lieut. Maughan pointing at the surprised countenance of "Old Sol" and exclaiming: "I made you stop, didn't I, Sol!"

As is well known, the plane which Lieut. Maughan piloted was the Curtiss Pursuit ship, powered with a Curtiss D-12 engine, which is capable of attaining an average speed of 160 miles an hour. It was on the assumption that the plane could average this rate of speed that Lieut. Maughan calculated on making his transcontinental flight between sunrise and sunset but, as before stated, the wind did not appear to be in sympathy with his flight, for Lieut. Maughan was forced to combat Old Boreas practically all the way.

It is not likely that Lieut. Maughan will again attempt this flight for the mere satisfaction of actually accomplishing a dawn to dusk transcontinental flight. He has demonstrated beyond a shadow of a doubt that the thing can be done, and nothing would be gained in taxing his physical endurance in another grueling test of that sort.

Delayed in his start several times because of bad weather, conditions for June 23rd promised to be ideal for the flight, and prompt advantage was taken of that fact. Captain John Platt, Jr., meteorologist of the U.S. Signal Corps, shortly before midnight sent word to the newspapers that weather conditions were excellent all over the country. News that Maughan would make the flight sped quickly through Mitchel Field. He was awakened shortly before three o'clock, and while he was eating a hasty breakfast a crowd was already gathering on the field. The plane was wheeled out to the flying field, a mechanic climbed into the cockpit, threw on the switch and the motor began to roar. Lieut. Maughan strapped on his parachute, posed for some flashlight photos taken by newspaper photographers, stepped into his plane and waved farewell. As the first gray streaks of dawn became visible on the field, Lieut. Maughan "stepped on the gas" and was off. The time of his take-off from Mitchel Field was 3:59 a.m. Eastern Daylight Saving Time, or 2:59 a.m. Eastern Standard Time. He rose rapidly in the air and soon disappeared in the darkness of the western horizon.

Lieut. Maughan arrived at McCook Field, Dayton, Ohio, at 7:10 Eastern Standard Time. A quick inspection of the plane showed that the gasoline line needed attention. Lieut. Maughan also decided that it would be better if the machine was equipped with larger landing wheels. One hour and ten minutes were used up while the repairs and changes were made and the plane refueled, and at 8:15 a.m. Eastern Standard Time, Lieut. Maughan was again in the air headed for his next stopping point - St. Joseph, Mo. He landed at Rosecrans Field at 10:55 a.m., Central Standard Time, and spent nearly 40 minutes at this field. At 11:37 a.m., Central Time, Lieut. Maughan took off for Cheyenne, Wyoming, but landed at North Platte, Neb., for gas at 12:48 p.m., Mountain Time. At 2:15 p.m., Mountain Time, he arrived at Cheyenne. He apparently had difficulty in landing, for he circled the field several times and twice skimmed the surface before he finally made a perfect landing. He bettered his mark of last year between these two points by about 22 minutes. After a rest of 30 minutes, at 2:56 p.m., Mountain Time, he was in the air speeding towards Salduro, Utah, at which place he arrived at 5:20 p.m., Pacific Time.

Lieut. Maughan was adhering closely to his rest periods and 31 minutes later (5:51 p.m.) found him on his way to his destination - Crissy Field, San Francisco, Calif., where he arrived at 9:47 p.m., Pacific Time, thus completing the entire transcontinental journey from the Atlantic to the Pacific coast in 21 hours and 48 minutes elapsed time, or at an average speed, counting all the stops made, of approximately 118 miles an hour. The figures given above are not official, same being taken from press reports. They are, however, about as accurate as can be had at this time. Lieut. Maughan no doubt kept an accurate check on his time, and will in all probability disclose same in his official report to the Chief of Air Service.

A battery of arc lights illuminated Crissy Field some time before Lieut. Maughan's arrival. When he arrived over the field the mist blotted his plane from sight, and a great din burst forth from the assembled throng when he unexpectedly soared down to the field at the south end of the big quadrangle. Newspapermen broke through the police lines holding back the huge crowd and greeted the flyer. A few seconds later the spectators, cheering and shouting while automobile sirens shrieked in a bedlam of noise, surged over the landing field and surrounded the plane.

Lieut. Maughan's face bore a serious and drawn expression. He appeared to be almost overcome with emotion at the victory which he had achieved. His comrades from the Air Service lifted him bodily from the cockpit of the plane and carried him on their shoulders through the cheering crowd to the Army Headquarters. A San Francisco newspaper picks up the story here thus: "They took him in Colonel W.E. Gillmore's office and he sank into a chair. Every muscle of his face was twitching and he had the appearance of a terribly tired man. The women had put wreaths of California wild flowers around his shoulders and he still held his battered helmet, smiled and answered the questions that were flung at him by members of the press with that proverbial good nature, willingness and modesty of his that fatigue could not lessen."

The demonstration accorded Lieut. Maughan was without parallel in the history of aviation in San Francisco:

Secretary of War Weeks dispatched the following congratulatory message to the victorious flyer:

"The Army is proud of you and the latest record you have added to its achievements. Your flight of yesterday is not only a triumph of science, but of personal courage and skill. I extend to you my own congratulations, as well as the thanks of the War Department."

Major-General Mason M. Patrick's message to Lieut. Maughan was as follows:

"Congratulations on the achievement of a wonderful feat. You have fulfilled every confidence I had in you. Your success proves the full value of careful preparation, efficient organization and excellent physical condition and qualities of endurance. You have brought prestige to yourself and to the Army Air Service. Your flight is a history-making event which more than ever demonstrates the possibilities of the airplane as an annihilator of time and distance. Not only from a military viewpoint but from a commercial viewpoint your flight is epochal. I am proud of you."

The significance attached to Lieut. Maughan's flight may be drawn from editorial comments of various American newspapers. Some of them are quoted below, as follows:

The Boston TRANSCRIPT says: "For Lieut. Maughan no praise can be too high

and the wonder of the exploit grows with lengthening contemplation. Up an hour before the rising sun, the stars above and the first faint flush of dawn in the east behind the tail of his machine, he held his course steadily to the goal while the sun passed overhead and sank to the horizon in front, on through the gathering night to a landing at Crissy Field as twilight faded to a close. To put more than sixteen hours of actual cross-country flying in less than 22 hours total elapsed time, with no relief pilot at the second control, is an unusual feat on an airplane of any sort. On a pursuit machine, designed only for short patrols, it becomes marvelous. The pilots of such craft were seldom expected to give more than two hours of actual flying each day even under the stress of war conditions, yet the machines which were in service then landed more slowly than Maughan's, and the country over which they flew was, on the whole, far less rugged and hazardous than that which he had to cross. Such men as Maughan make the Air Service, and the service in turn, through the rare esprit de corps that exists, has a large share in making men."

"He has bridged not merely the continent", comments the Philadelphia PUBLIC LEDGER, "but the whole of man's progress from ox-cart to the airplane. x x This triumph was not merely over the 'celestial mechanics' of propulsion but over the human engine of the solitary voyager with no reliance outside himself and the small, frail craft he piloted. His thrilling flight meant a bloodless victory of science, an inspiring achievement for the lasting advantage of mankind. By the same aerial pathway he took, millions will ultimately pass from sea to sea at a rate exceeding the celerity that has thrilled America."

The Detroit FREE PRESS states that while Lieut. Maughan ascribes his success to the mechanically perfect behavior of his plane, those who applaud him know how much of the feat has been due to his persistence, his will power, his nerves of steel, and his determination not to be outdone by the elements. Lieut. Maughan has demonstrated that the Atlantic and the Pacific coasts can be linked by air within the space between dawn and dusk.

According to the Cleveland PLAIN DEALER, Maughan has written one of the most fascinating chapters in the history of aviation, and it goes on to say: "The possibilities of aerial navigation can be foretold by no man. The Americans who have flown half way around the world are still flying. Other Americans have soared high beyond the life-sustaining zone of the atmosphere. Others have achieved speeds unbelievable. All we can do is to wait and wonder. Day after day brings its new record, its new story of difficulties overcome and perils finely scorned."

"Seventy-two years ago", says the Chicago TRIBUNE, "Ezra Meeker crossed the continent in five months. That was a record. Day before yesterday Russell Maughan crossed the continent in 21 hours and 48 minutes. That is another record. Meeker piloted an ox team at two miles an hour. Maughan drove a pursuit plane at an average of 156 miles an hour. Between these two transcontinental-trips there are seventy-two years, or one man's life. That is not long as history goes, but in human progress it is many ages. Between Meeker's creaking ox cart and Maughan's pursuit plane there are more centuries compressed than can be counted in the entire thousand years of the mediaeval era. In industrial development, in invention, in the advance of human knowledge, if not in human wisdom, there are more ages packed than can be found in the entire period of kings and holy wars."

The El Paso HERALD states that "Lt. Maughan has made the railroad seem almost as antiquated as the stage coach. He has shown the new possibilities in commercial aviation. Also he has proved it possible, if either of our coasts were menaced by an enemy, to move an army of the air across the entire United States in less than the time required to transport it across Texas by train."

"Lieut. Russell L. Maughan has shown how armed men of the Republic may be awakened with the reveille in circling camps on the Atlantic seaboard and arrive the same day in ample time to hear the soft, restful notes of 'Lights out' float over the reinforced strength of camps on the Pacific seaboard", is the editorial comment of the St. Louis GLOBE-DEMOCRAT, and it then goes on to say: "That is what his flight means in terms of naval and military efficiency. Of course, it is another and, let us say boldly, more important definition, expressed in terms of commerce and peaceful communications." Later on in the editorial it states that the journey of Lieut. Maughan covered one-ninth of the average distance around the globe in a little more than four-fifths of a day, and that at the same speed and the same ratio of stops a flight around the world might be made in a little more than seven days.

The New York EVENING POST says: "The whole country followed Lieut. Maughan's daring flight with hopes for its complete success. The thrill with which the people read this morning of the aviator's safe landing at San Francisco within the scheduled period was nation-wide. Man had achieved one more victory in the long list of conquests over space and time."

The Chicago NEWS points out that "What many army aviators believed to be impossible - according to the positive declarations of some of them - Lieut. Russell Maughan of the army has succeeded in achieving despite conditions that appear to have been exceptionally unfavorable. x x x Only exceptional pluck and endurance, coupled with wellnigh perfect mechanism, make possible such astonishing feats. Lieut. Maughan by this striking achievement has given one more important demonstration of aviation's value to the country's defense and to industry and commerce."

Pointing out that Lieut. Maughan's wonderful achievement shared equal prominence with news of the Democratic Convention, the CHRISTIAN SCIENCE MONITOR goes on to say: "Perhaps a decade or so hence the achievement of this trail-blazer will be looked back upon as one simply marking a step in the progress of aerial navigation. Today one is inclined to regard it as the ultimate in this spectacular method of transport. Twenty years ago the possibility of such an achievement had not been dreamed of except by visionaries. And yet how simply the record of this latest flight is written! The story must be told in simple words, just as simple words tell of the nomination and election of a president, the launching of a ship, the result of a battle, or the dedication of a great monument. It is a fait accompli, a thing already done."

Almost within the memory of some persons still active in the affairs of today, there was no pathway across the Great American Desert. That path was marked and worked deep following the discovery of gold in California in the late forties of the last century. Even then Indian runners contested the passes and the roadways with the white men and their caravans. The invaders, wending their slow and perilous course over mountains and across desert wastes, were not welcome. They heralded, it was divined, a progress which the plains people resented. Yet how crude were the processes employed! At first they seemed ineffective and futile. Wise ones said the desert could never be conquered. Those who passed it in safety despaired of ever retracing their steps. They were glad to leave the barren wastes, the sturdy peaks, the buffalo and the red men to themselves.

But progress does not come by men retracing their steps or turning backward. It comes through the courage and gauntlessness of those who, once setting forth, proceed, undiscouraged, to the goal which they have set. The covered wagon was the pioneer of the stagecoach, the pony express and the steam railroad. The desert, conquered, was a desert subdued. An empire invaded was an empire peopled and made productive. How distinctly the several stages have been marked. One man, braver and more determined than his fellows, sets some new record of achievement. His accomplishment is an inducement to greater and ever greater endeavor.

Today, as one reads of Lieutenant Maughan's wonderful achievement, it does not seem that it will soon be surpassed. But a wise observer will hardly venture the assertion that it cannot be. A short look backward will convince a prudent person that no limit can safely be set upon progress. True progress signifies actual progress, and that, necessarily, cannot be expressed in inaction or retrogression."

Heading its editorial with the caption "Our Narrowing Land", the Providence JOURNAL states: "This was incidentally either a speed or an endurance flight. It had the definite purpose of demonstrating the feasibility of a mobilization of the forces of the Aviation Service at points far distant from a base. Some day whole squadrons will cruise with like confidence."

Says the Kansas City STAR: "It was a thriller that Lieutenant Russell L. Maughan gave the country. It was a thriller for the whole flying world. From ocean to ocean by the light of one day's sun! That's going some; that's staying some. Speed, endurance, control, combined in a new achievement in the air."

The country congratulates Lieutenant Maughan and the United States Army. This new feat is not merely a detached stunt in flying; it is related to the high average skill American airmen have displayed as a class and to the whole problem of air development in this country. It should stimulate interest in the Air Service, both military and commercial. The two lines should be expanded together. Commercial flying creates a reserve for possible defensive emergencies. The old coast defenses have become relatively ineffective. The Panama Canal, for instance, is exposed to assault in a way never contemplated before the advent of air bombing.

Yes, the great flight of Lieutenant Maughan may be classed as a splendid de-

fensive maneuver, as a suggestion of what might be done if necessary in the way of air mobilization if we had the requisite number of planes and men, all proved by training and service."

"The Greeks of old", says the Indianapolis STAR, "represented the sun god driving a chariot across the sky pulled by white horses. Heretofore no mortal has been able to equal the speed of that western race, but now a twentieth century pilot sitting at the stick of a roaring plane has reduced into hours and minutes the mythology of early centuries."

The Washington Evening STAR says: "Lieut. Maughan did not suddenly emerge from inaction when he performed his great flight. Preparation had come through hard drill - physical, mental and, above all, spiritual. His feat was not that of a trapeze performer, but was the demonstration of a great service to humanity, especially to the nation whose soldier he is. He has crystallized an idea which had been disputable. He has opened the way - just as all pathfinders do - for others to follow, with improved methods, due to his obstacles. Lieut. Maughan worked for a big idea, and only that kind of work is humanity service."

Comparing transportation over the country in the days of '49 with that of the present time, the Louisville COURIER JOURNAL says: "It was over this wilderness, now a prosperous and settled country, that Lieutenant Maughan took his flight, flying with the sun, enduring a strain on every nerve. It was a test of the fiber that was in the man. Keyed to the highest pitch, constantly alert, rocked by the cross currents till he almost became seasick, he heeded but one call - speed.

Here was high adventure, as bold as that of Magellan of Columbus. The same stuff that brought their caravels across the Atlantic or sent them around the world guided Maughan from sea to sea. The same zeal for discovery was in them all, and the same intrepid spirit in each was essential to success."

As the Baltimore SUN sees it: "The peaceful and commercial aspects of the airplane space-killers are more pleasant to dwell upon than its warlike implications. Yet that is one of the suggestions from Lieut. Maughan's achievement which must give us pause. If we can fly in less than a day from New York to San Francisco, a foreign fleet of the future might fly in the same time from the Pacific to the Atlantic. The east is no longer so far away from the west that we can feel no concern in its troubles. Science is making us all next door neighbors, and is emphasizing the necessity of international harmony and understanding, if the peace of the world is not to suffer by reason of its very advance in knowledge."

The Milwaukee JOURNAL sees in Maughan's flight a new era of transportation "four times swifter than any we have known," for, "it says to the man in New York, 'You can open an office in San Francisco and spend two or three days a week there and the rest of the time at your home office'; it says to the whole nation 'You are one community bound by the span of a single day.'"

FRANCE FIELD FLYERS PAY A VISIT TO COSTA RICA

The early part of June saw a continuation of the cordial relations already established with the neighboring peoples of the Panama Canal Zone, when four DH planes journeyed via David, Republic of Panama, to San Jose, Costa Rica, the trip being made from France Field to San Jose in exactly five hours flying. Capt. T.S. Voss, Department Air Officer, Lieuts. Carter, Curry, Amberg and Minter and Sergeants Ruef, Cattarius and Dossett, all of the 24th Pursuit Squadron, comprised the party. They were royally received by the American Minister, Mr. Davis, and welcomed by President Hermanoz with his cabinet and other officials. A great crowd was present to witness the arrival of the planes. The party visited the coffee plantation near Cartago and were the guests of official San Jose at many dinners and similar functions. The return flight was made on June 11th with one stop at David, R.P., and was accomplished in four hours and 45 minutes.

HOT WEATHER FLYING

Lieut. Ralph A. Snavely recently returned from a cross-country flight, Kelly Field, San Antonio, Texas, to California, in a DH4B, and states that a pleasant trip was encountered on this mission. Very little difficulty was had in crossing the mountainous country over the Big Bend District or the desert land in Arizona, and both ship and motor performed well in view of the fact that the ship had over 100 hours flying time since last commissioned. Light winds and clear skies prevailed throughout the trip, except on the first day out when rain and low clouds

in the mountains near Marfa, Texas, forced him to return to Fort Clark, Texas, but he was able to get through the passes and reach El Paso the afternoon of the same day.

Extremely hot weather was encountered at Yuma, Arizona, and in crossing Imperial Valley. The motor boiled getting in and out of Yuma and Tucson, Arizona, and it was difficult to gain sufficient altitude to cool the motor without punishing it. On the flight from Santa Monica an oil leak caused a forced landing at Indio, Calif., but the flight was resumed the next morning.

Thirty-five hours flying time was covered on this journey, including flying time at Rockwell Field and Long Beach, Calif. Stops were made at Fort Clark, Marfa and Fort Bliss, Texas; Tucson and Yuma, Ariz.; and Los Angeles, Calif.

THE MUNICIPAL ENTHUSIASM FOR AVIATION
By Major Lawrence S. Churchill, Air Service.

To those skeptics who do not believe that aviation is beginning to get a hold on the people of this country of ours I would suggest a visit to St. Joseph, Mo. In this live city of the middle west will be found the keenest interest in all phases of aviation and a brand of enthusiasm which will be a revelation to some of those "Doubting Thomases" who believe that the airplane is just a toy in the hands of a "nut" rather than a powerful instrument of progress.

If some of the aforementioned doubters could have been in "St. Joe" on June 23rd, the day of Lieut. R.L. Maughan's memorable flight across the continent, they would hardly have been able to understand that this interest was occasioned by one man and one airplane - in this particular case a powerful combination - and not by a national election or a world's championship boxing match. There were enthusiastic crowds - and I mean crowds - in the street in front of the newspaper offices on the windows of which were posted from time to time the bulletins showing the progress made by Lieut. Maughan in his flight to Frisco.

At 10:30 that morning Lieut. Maughan had landed at the municipal field at St. Joseph and received a welcome from 10,000 people who had gathered there. Forty-two minutes later he left for Cheyenne, his next scheduled stopping point, and from that time until he landed at Crissy Field, Calif., the all important question in St. Joe was, "What is the latest report?" That question didn't refer to the Democratic Convention in New York nor to the prospects of a new government in Italy or whether the Giants won or lost. Maughan and that Curtiss ship of his were the biggest things in the world to St. Joseph that day.

For the benefit of those who are a little shy on geography, it might be well to say that St. Joseph is a city of about 70,000 inhabitants located on the banks of the Missouri River about 60 miles up the river from Kansas City. It is wide-awake and progressive and as a result it is prosperous.

About four years ago an automobile dealer of St. Joe, Mr. Carl Wolfley, conceived the idea of waking up St. Joseph to the fact that aviation was a big thing and that his home city should get in on the ground floor. He therefore started a campaign, all alone, to work up interest and enthusiasm among the inhabitants of St. Joseph. Needless to say, he met with all the discouragement that could be imagined. He was ridiculed, he was called a "nut", he was told that it couldn't be done and that he was just wasting his time. But did that deter him? Not a bit of it. He talked aviation, he talked municipal flying field to the business men, to the Chamber of Commerce, to the civic clubs, to individuals. He broke in to meetings of the directors of the Chamber of Commerce. He took valuable time away from his business to preach this gospel that he believed in so completely. And gradually, day by day, week by week, he progressed. He aroused interest to the point where people began asking questions that indicated an interest. He finally secured the municipal flying field; he organized a chapter of the National Aeronautic Association, which has 180 members and which he promises will have 600 members within another year. Incidentally, Mr. Wolfley is Governor of the Association for the State of Missouri. And now as a final touch, he has persuaded the city to appropriate \$60,000 to purchase a site for a combined seaplane and land plane station. He has the backing of every worth while organization in his city and he is going to put over an aviation program that will be a lasting credit to him and to St. Joseph.

This article is offered, not in praise of St. Joseph and of Mr. Wolfley, though they both richly deserve praise; but to show what one man can do by bulldog persistence and what an average American city can do and will do when it

realizes the great part that aviation is bound to play in the near future. There is no very great difference between St. Joseph and other cities of the same size. What St. Joseph has done, other cities can do and will do. It is a question of finding a man who will show the way. When these men have been found in the cities of our country, when they have aroused in the people that interest which is essential to success and when those people see the light and demand progress and development of aviation in general throughout the country -and that time isn't far off-then will America truly be "First in the Air".

TEST OF RADIO DIRECTION FINDER

Captain W.H. Murphy and Lt. A.J. Lyon recently made a flight from McCook Field Dayton, Ohio, to Columbus, which proved to be the first use of the radio direction finder under actual necessity. The weather was extremely foggy and Lieut. Lyon, the pilot, who had never flown with the aid of a radio direction finder, was not exactly sold on the efficiency of the proposition. Hence the trip was started by compass. The fog was so thick that the plane had to be kept hovering just over the tree tops. Not a land mark was visible. This, together with a variable drift wind, soon made it apparent that Columbus would scarcely be reached without some other aid. The plane was the Radio DH, P-292, and as soon as the equal radio signal direction finding system was taken into confidence, the plane was set on the correct course and Columbus was reached without difficulty. There was no question as to its use on the return trip. It simply was used, and the result proved equally successful through as persistent bad weather and as stubborn drift winds. The compass was, of course, forgotten, as it was found to be reading incorrectly.

Captain Murphy made an interesting experiment on the return trip which leads to the idea that should two planes be traveling the same course, one, for instance, flying from Dayton to Columbus and the other from Columbus to Dayton, they could each keep slightly to the right of the course, thus avoiding collision and still be led to their destinations with great accuracy.

AIR SERVICE COOPERATES IN HARBOR CONSERVATION PROGRAM

Lieut. E.P. Gaines, Commanding Officer of the 7th Photo Section, Wilbur Wright Field, Fairfield, Ohio, accompanied by Sgt. Heine, of the same organization, recently proceeded to Chattanooga, Tenn., for the purpose of performing aerial photographic work for the Corps of Engineers in connection with the River and Harbor conservation program. They will remain at Chattanooga, Tenn., for several months on temporary duty.

R.O.T.C. CAMP AT WILBUR WRIGHT FIELD

A special training camp for the R.O.T.C., commenced its activities at Wilbur Wright Field, Fairfield, Ohio, on June 15th, and remained in session until June 29th, the camp being commanded by Major E.L. Hoffman. The personnel of the camp consisted of the 464th and 465th Pursuit Squadrons, which form the 318th Pursuit Group of the 2nd Army. The 464th is an Indiana organization with headquarters at Indianapolis. The reserve officers attending were Capt. Alfred E. Bennett of Booneville, 2nd Lieuts. Wm. L. Betz and Emery V. Gates of Indianapolis, and 2nd Lieut. Lester I. Bockstohler of Santa Claus, Ind. The postoffice from which the last named officer gets his mail was a surprise to the people of this station, and it is hoped that a man who comes from the town of Santa Claus will be well provided with Christmas gifts. Certainly, he has taken his share of jokes about the town he claims as his own.

In addition to these four, the following reserve officers are attached to the 464th Squadron: Capt. Layman R. Walker, Cleveland, Ohio; 1st Lieut. Glenn P. Rogers and 2nd Lieut. Byron H. Lytle of Holmesville, Ohio; 2nd Lieuts. Geo. E. Bulford and Ralph G. Canny of Columbus, Ohio. There are also three Sergeants, two Corporals, two Privates, 1st Class, and seven Privates, all from Indiana.

The 465th Pursuit Squadron is a Kentucky organization, with headquarters at Louisville, the following officers being permanently assigned to it: Lieut. Thompson, Anchorage, Ky.; 2nd Lieut. John P. Riddle, Pikeville; Lieuts. John Speed, Mason Morgan, Jenkins, Alvin L. Prichard, George R. Evans and Samuel B. Kirby, from Louisville. Two Sergeants and seven Privates, all of them from Louisville and vicinity, were also in attendance.

The following Regular Army officers were appointed for temporary duty at the R.O.T.C. Camp: Lieut. Langhorne W. Motley, Officer in Charge of Flying; Lieut. W.S. Hamlin, Adjutant; Lieut. Lewis R.P. Reese, Recreation Officer; and Captain F.F. Christine, Instructor in Photography. Lieut. H.J. Loss, O.R.C., served as Engineering Officer. A program was prepared outlining the courses of instruction for each day at the camp. Two sample programs, selected at random, are given below as follows:

June 18th: 7:00 to 8:00 a.m. - Foot drill for enlisted men; 7:00 to 11:00 a.m. - Refresher flying for officers, Mechanical work for enlisted men; 1:00 to 3:00 p.m. - Tour of inspection for all through Supply Depot; 3:30 to 4:30 p.m. - Athletic or trap shooting for all; 7:00 to 9:00 p.m. - Lecture - Development work at McCook Field.

June 26th - 7:00 a.m. - Cross-country flying for pilots carrying enlisted men (Columbus); Instruction in Martin Bomber; 7:00 to 11:00 a.m. - Instruction in aerial photography at Wilbur Wright Field; 1:00 to 4:00 p.m. - Lecture on Fuel Systems; 3:30 to 4:30 p.m. - Athletics.

A reception and buffet dinner was tendered the visiting officers at the Officers' Club from 5:00 to 7:00 p.m. on June 20th.

MANILA NEWSPAPER PRAISES WORK OF AIR SERVICE

The Manila BULLETIN, one of the leading newspapers of Manila, printed an article recently which was most interesting and gratifying to the Air Service in the Philippine Department. Reference was made to the recent trip of Captain Emlin and Lieuts. Maxwell and Hackett to Baguio, Mountain Province, and also to the recent experiments conducted by Lieut. Weddington at San Jose, Mindoro, in connection with the locust extermination. The trip to Baguio was made by plane in an hour and 30 minutes, a successful landing being made on the new field. As the usual trip to Baguio takes about eight hours by automobile, it is clearly seen that the best way to travel will be by airplane, since much time is saved and one also escapes the dust.

The Air Service is receiving comments from all over the Islands with reference to the work performed by Lieut. Weddington of Camp Nichols at Mindoro. It is expected that the Insular Government will in the future furnish planes for the purpose of fighting the locust pest in the Islands, also for the purpose of carrying supplies to inland villages in the mountainous regions. A plane can supply food and medicine to these people in a few hours, whereas it takes carabao, the only means of transportation, several days.

FLYING RECORD OF THE 91st OBSERVATION SQUADRON

During the preceding eleven months the 91st Observation Squadron of Crissy Field, now stationed temporarily at Rockwell Field, accumulated a total of 1887 aircraft hours, with an average pilot personnel of 8 officers and 4 enlisted men. The officers and enlisted men shown below have piled up the time set opposite their names, piloting aircraft on official missions: Captain John W. Signer, 140:25; Lieut. Walter Miller, 180:15; ¹Staff Sgt. Fred Kelly, 394:30; ²Staff Sgt. Cecil B. Guile, 219:50; Staff Sgt. T.J. Fowler, 139:05; and Corporal R.H. Fatt, Jr., 350:55.

¹Staff Sergeant Kelly during this period was on detached service at Brooks Field, San Antonio, Texas, from Sept. 13 to December 19, 1923, and his pilot book shows a total flying time between these dates of 220:35, which gives him a grand total for the period of 615 hours and 5 minutes piloting aircraft and, in addition, he has spent 45:05 in the air as an aerial observer.

²Staff Sergeant Guile during this period was on detached service with the organized Reserve at Vancouver Barracks, Washington, from July 1 to September 1, 1923, and his pilot book shows a total flying time between these dates of 42:45, which gives him a grand total for the period of 262 hours and 35 minutes.

All flights, with the exception of the necessary test flights ordered by the Engineering Officer, are made under Operations Orders for some specific purpose, and the majority of the flights made are over mountainous territory with emergency landing fields few and far between.

GAX AIRPLANE BEING REMODELED ✓

The Engineering Department of the San Antonio Air Intermediate Depot is just completing the remodeling of a GAX airplane for Kelly Field, this plane to

be used at that station in testing the 37 MM Baldwin cannon with which it is equipped. The remodeling consists of a Martin Bomber landing gear and the substitution of two tubular steel nacelles for the armor plate nacelles which this plane formerly carried. The two armored nacelles which are being removed weigh 1144 lbs., while the two tubular steel nacelles, manufactured at the San Antonio Depot, weigh 214 lbs., representing a saving in weight of 930 lbs.

In addition to the 37 MM Baldwin cannon, the GAX carries 8 Lewis Machine Guns and ten bombs. When completed the total weight of this plane without load will be 5922 pounds. It will have a useful load of 3705 pounds, and a total weight with full military load of 9627 pounds.

THE GORDON BENNETT BALLOON RACE ✓

An account of the participation of the Army Team in the Gordon-Bennett Balloon Race at Brussels, Belgium, has been received from 1st Lieut. William A. Gray, Air Service, a member of the Army Team.

There were 18 balloons entered in the race, of which France, Belgium, Spain and the United States had 3 entries each, and Switzerland, Italy and Great Britain two entries each. Practically all of the pilots of the European teams were veterans of at least six or more International Races, which fact indicated the keenness of the competition in this contest. In addition, Lieut. Ernest Demuyter, the winner of the two previous contests, was an entrant in the race. Several of the teams brought experts from their Weather Bureaus in order to secure the most accurate forecast possible of weather conditions. This fact illustrates how seriously the Gordon-Bennett Balloon Race is taken in Europe and as the race later proved, the pilot having the most accurate scientific data at his disposal was able to locate favorable winds where others were becalmed.

The balloons were inflated at the Plaine du Solbesch on the morning of Sunday, June 15th, under favorable weather conditions. There were at least 200,000 people in the grounds, and it is estimated that 100,000 more were in the near vicinity. The excitement was not confined to Brussels, however, as the Army Team reported that practically all the villages and towns within 300 miles of Brussels were greatly excited about the race, which is considered one of the greatest aeronautical events on the continent.

Major Peek and Lieut. Gray flew the United States Army Balloon S-15, which was shipped to Brussels from Scott Field, Ill., for the race. This balloon was manufactured by the Goodyear Tire and Rubber Company early in the present year and was flown by Captain Edmund Hill in the National Balloon Race held at San Antonio, Texas. It was completely equipped with all supplies and instruments necessary for a prolonged flight, including oxygen apparatus, parachutes, signal lights, and also a special type of air bag for flotation in case of landing on the water. Prior to the race the Army Team made a careful study of the weather maps and also consulted with the Brussels Weather Bureau in regard to local conditions on which they had no previous information.

The S-15 drew position No. 17 for inflation and was therefore the next to last balloon to start. The American Army Team took off nearly two hours after the first balloon, piloted by Lieut. Demuyter, and the wind direction in the meantime had changed considerably.

They followed an easterly course in accordance with their prediction and crossed the Belgium border into Germany the first night. In the early morning, however, the wind shifted and carried them back toward the starting point. The second day (Monday) they were confronted with a most peculiar condition - a dead calm at all altitudes. They explored all levels from the ground to 18,000 feet and at no place was there a breath of wind, and they were forced to remain over one spot for about ten hours, literally becalmed. Monday evening a slight wind sprang up which was found to be carrying them back towards Brussels, so they were forced to land at Malmedy, Belgium, 150 kilometers away, after 24 hours in the air.

An examination of the map shows that with the exception of Lieut. Demuyter, the winner, all of the balloons landed within about 300 kilometers of Brussels, and the first few balloons to take off made the best showing in that they were able to escape the stabilized conditions which followed. As already announced in press reports, Lieut. Demuyter was officially proclaimed winner of the race, having landed at St. Abba Head, Scotland, 745 kilometers from the starting point.

The American Team pays high tribute to the exceptional ability and scientific knowledge of Lieut. Demuyter but are not yet convinced that he cannot be

beaten. The American entrants were particularly impressed with the reception accorded Lieut. Demuyter on his return to Brussels, where he was showered with flowers and welcomed by Prince Leopold, the son of King Albert of Belgium. Although there was a driving rain, a crowd of about 50,000 people were at the depot to welcome him. The King's Guard was turned out and he was carried to the City Hall on the shoulders of enthusiastic admirers. Burgomaster Max of Brussels appeared with Lieut. Demuyter on the balcony, and the basket of his balloon, the "Belgica", filled with flowers, was presented to him on behalf of Belgium's Sport Societies.

This demonstration was followed by a reception at the Aero Club of Brussels where the pilots who participated in the race gathered to congratulate the winner. In commenting on the sportsmanlike spirit of the American entrants, Lieut. Demuyter later made the following remarks for publication: "They (the Americans) are the best crowd I've ever met. When I returned to Brussels after winning the Gordon Bennett cup, they were all there to meet me, and while the Americans had every right to envy my success, they were the first to congratulate me, to wish me more success, and in true European style gave me the 'accolade'."

PRIVATE "ED" GOES TO ROCKWELL FIELD FOR THE SUMMER.

Ninety 1st. Obs. Sqdrn.
Rockwell Field cal.
June 22 1924

to the Editor
Air Service news letter
Washington, dist Col.

Dear Ed -

I guess my admires & other readers will be knocked for a ghoul when they see by the above mentioned address where I and the ninety 1st squadron has finely arrived at Rockwell field for the summer & for the benefits of them that dont understand such things I will set 4th the inside reasons why we are here & why a more desirable place as for inst Kelly field or Youma arizona wasnt selected on acct of having a milder summer climate.

It all started back in March one a.m. when one of the squadron officers was being shaved in the squadron barber shop & capt Hanley came in to inspect & the etc. Just as the barbers razor was glideing vs the customers jugular vein capt Hanley says to the barber in a severe tone if I find any more dirty combes & clippers in youre shop youre names mud & anyway he says you give me a rotten hair cut last tuesday & should ought to be in the mill & went out & the barber was so upset he allmost cut the customers throat from ear to ear partly by accident and partly to obey that impulse to reduce the no of officers right then & there just on gen principals. Finely the poor retch of a customer made his escape damp and soapy around the edges but alive & hole. Well Ed who should be run into outside but col Gillmore & col Gillmore says well my boy what makes you so paille & this officer who is a modest guy says right back well col I guess I been working too hard or something & so col Gillmore called up capt Hanley & says well Tom the boys seems to be working pretty hard & some of them is beginning to look paille & run down. Dont blame me col says capt Hanley I done all I could to keep them from working themselves to the bones. Only yesterday he says I warned 2 or 3 of the most fragrant cases they should ought to take it easy & not slaive their lives away but it dont seem to have done no good.

So col Gillmore says it looks like we got to take drastick measures Tom & either court marshall a few of these birds for conduck unbecomeing a officer & gentleman or even go so far as to transfer the worse offenders to the inspector generals department so that in the natural course of events somebody will undoubtedly shoot the _____s in the lines of dutys & learn them not to be so _____ industryous. However continued the col I have thought up a plan wearby even such horrible examples as Cy Marriner dock Beeson & johnnie & even cpl Fatt can be induced to conserve their strenth. I have decided to saive all these boys from an early graive by sending the ninety 1st squadron & the 15th photo section to an atmosphere of complete rest and quite for the summer where the most difficult part of the system of paper work in use there consists of a per diem attempt to make any 8teen numbers between 7 and 10 add up to less than ninety or explain why not.

Can such a place be found says capt Hanley sceptically & if so does a fellow half to swear to these explanations which you mention?

Its hard to find says the col but all as you half to is fly in a southerly

direction keeping the Pacific ocean on your right and the u.s.a. on your left. Just before you reach Mexico you will see a long wide thick cloud of dust covering the countryside & then if you look in the copy of field service regulations which is hanging in a convenient position in the cockpit you will find that whereas a high thin cloud of dust denotes cavalry trotting & a low thick cloud always denotes infantry walking or running as the chase may be paragraph 732 $\frac{1}{2}$ has been added which reads changes no. 64 - long wide thick cloud of dust always denotes navy commanders practicing ground looping & other fancy taxying in voughts or what have you. Then all as you half to do is watch your chance & land where you are. Where says Capt Hanley laughing heartily. Rockwell field replied Col Gillmore making a rye face.

Well Ed I have now let my readers in on the inside reasons why we have come to Rockwell field & next week I will relate other incidences of the service.

yrs. respy.

Pvt. Ed Stock 91st Sqdn.

PROGRESS OF THE AROUND-THE-WORLD FLIGHT ✓

The around-the-world flyers made considerable progress during the period between June 21st, the date they left Bangkok, Siam, and July 6th, when they arrived at Bandar Abbas, Persia. In the sixteen days they covered a total of 3710 miles, stopping at eleven places. It should also be borne in mind that in this period they completely overhauled their planes, fitting them with new engines and new wings, and substituting landing wheels for pontoons. There is no question but that the change of landing gears will speed up their progress in no small measure. This has been borne out by the remarkable progress they have made up to this writing.

The American airmen remained in Bangkok one day. Among the minor repairs made was the replacing of the generator in Lieut. Smith's plane. This had burnt out en route from Saigon to Bangkok shortly after leaving Kampong Som. The Flagship "Chicago" had to depend upon battery ignition for the remainder of the flight of 245 miles to Bangkok.

Leaving Bangkok, the aviators flew directly west, and after covering 100 miles crossed the Siam-Burmese border line at the apex of the mountain range, which is such an excellent boundary between these countries. At Tavoy, the intermediate landing place between Bangkok and Rangoon, they were met by the U.S. Destroyer PRUITT, and after refueling they passed up the Burmese coast, flying in a northerly direction, reaching Rangoon on the afternoon of June 21st, and covering the distance of 450 miles to Rangoon in 7 hours and 10 minutes.

When the planes took off over the water at Tavoy, both the "Boston" and the "New Orleans", piloted by Lieuts. Wade and Nelson, broken wires because of the extremely heavy sea which was running at that time, but despite this slight damage the planes continued to Rangoon without stopping, landing in front of the city, where the pilots made the planes fast for the night. The American expedition was enthusiastically received, and every facility was placed at their disposal. Unforeseen delay was encountered at Rangoon, due to the fact that during the night a native sampan collided with Lieut. Nelson's plane, causing considerable damage to the wings. New wings, however, were awaiting the flight at Calcutta, a distance of 845 miles, and it being considered inadvisable to delay the flight to wait for these spares, the wings were repaired sufficiently to allow Lieut. Nelson's plane to accompany the flight to Calcutta.

Further misfortune overtook the flight at Rangoon, when Lieut. Lowell H. Smith was suddenly stricken with acute intestinal disorder, attributed to the water obtained at Tavoy. After receiving medical attention, however, he was able to continue his work with the flight and assist in making the repairs which were necessary.

The establishment of an emergency base between Rangoon and Akyab was deemed essential, and the American Destroyer SICARD proceeded to the mouth of the Bassien River with fuel and oil for the flight. This precaution was necessary because, in addition to the difficulty experienced in getting the planes off with a heavy load during the heat of the day because of the fresh water in the river, the planes were less buoyant.

On June 26th, after word had been received that the SICARD had reached the Bassien River mouth, the planes took off at 9:29 a.m., Lieut. Smith feeling well enough at this time to fly his own ship. After refueling at the Bassien River, the journey to Akyab was resumed, the airmen arriving there at 2:35 p.m.

With their arrival at Akyab they covered a total of 11,690 miles since leaving Santa Monica, Calif., with 13,636 miles yet to go.

The next day, June 27th, the American expedition took off for Calcutta, India the terminus of the 3rd Division of the around-the-world flight, leaving in the morning, as usual, and arriving in the afternoon, the distance covered being 445 miles. In reaching Calcutta the American flyers completed the greatest distance so far attained by an aerial expedition, and incidentally they crossed successfully the second great obstacle in the path of their flight - the first being Minato on the coast of Japan, after crossing the Pacific, and the second in safely passing through the typhoon belt of the China Sea and the Moneason of the Bay of Bengal.

At Calcutta but three days were required to completely refit the air cruisers with new wings and new motors, and to replace the pontoons used for landings on the water with the regular wheel landing gear which will be used until England is reached. It was thought at first that this work would require at least a week. This splendid progress, however, was not unattended by misfortune. The flight commander's "jinx" seemed to have followed him to Calcutta, for while working on the upper wing of his plane he slipped and fell, fracturing a rib. Lieut. Smith did not consider this painful injury of sufficient importance to keep him from taking his accustomed place in the pilot's cockpit and leading his flight towards Allahabad on June 30th. After leaving the Royal Air Force airdrome at Dum Dum, North Calcutta, at 6:30 a.m., the flight soon passed out of the lowlands of the lower Ganges Valley with its paddy fields and teeming rural population into the high, rolling and somewhat mountainous country in Northwestern Bengal and finally into the Plains of Bihar and the united provinces of India in which Allahabad is situated.

The country flown over during this journey is devoted entirely to agriculture, and that portion over which the flight passed in Bengal, Bihar and the southern part of the United Provinces is perhaps the most densely populated rural area in the entire world. The population is composed mostly of Hindus and Mohammedans and, though the cultural differences between these people is great, they intermingle in all the towns and carry on ordinary business intercourse without friction. A number of Animistics, worshippers of the elements, will be found throughout this area, in all classes, even among the subtle minded Bengali scholars.

When the flight landed at the Royal Air Force Airdrome, west of the Sacred City of Allahabad, the American airmen were welcomed by the English aviators stationed there. While all of these officers are anxious to see Capt. Stuart MacLaren succeed in flying around the world first, they have taken his American competitors to their bosoms with that characteristic hospitality and sportsmanship for which they are noted throughout the world.

The distance from Calcutta to Allahabad, 475 miles, was covered in 6 hours and 20 minutes flying time, or at the rate of about 71 miles per hour for the entire distance, flying against head winds and encountering several thunderstorms which made it necessary to detour considerably from the direct route and contributed to the slow average speed for this flight. Considering these obstacles, however, the planes were able to make much faster time than had heretofore been possible with the heavy, bulky pontoons, which were left at Calcutta.

The flight landed in perfect condition at Allahabad at 12:50 p.m., ready for the flight the next day to Ambala. Just before sunrise on the morning of July 1st, the three airplanes of the American expedition circled over the airdrome and the City of Allahabad and started northwest toward Delhi and Ambala, 530 miles away. It was originally contemplated that the flight would land at Delhi, but after Lieut. Halverson, the advance officer for the Fourth Division, had made an inspection of the landing field there he decided against the use of that airdrome on account of its restricted area and the fact that the Royal Air Force were only using the field as an emergency station. Accordingly, the itinerary of the flight was altered to take in Ambala, 150 miles farther north, which has an excellent airdrome and possesses every facility for the convenience of the fliers. The flight, however, passed directly over Delhi, en route to Ambala.

At one time Delhi was the largest city in India, covering a space of twenty square miles and having a population of about two million. It is now reduced in circumference to seven miles and in population to a little over 200,000. A vast tract covered with ruins marks the extent of the ancient Metropolis of the Mogul Empire. The present city is surrounded by walls of red sandstone, 30 feet high. There are seven colossal, arched gates surrounded by rounded bulwarks. The palace of the great Mogul, built by Shah Jehan, is by far the most imposing and magnifi-

cent building in Delhi and perhaps the most wonderful structure of its kind in India. In 1911 the city was proclaimed the capital of India and the supreme government was transferred there from Calcutta. The city, though a monument of the past, is only a phantom of its former great affluence.

The flight landed at Ambala after 5 hours and 20 minutes in the air, covering the distance from Allahabad at the rate of $93\frac{1}{2}$ miles per hour, in spite of numerous thunder and rain storms which they were forced to pass through en route. The flight passed through that portion of interior India which is subject to the southwest monsoon in the summer and which is always accompanied by heavy electrical storms and torrenvial rains. Due to the terrific heat the engine in Lieut. Nelson's plane cracked a water jacket, and although considerable water was lost before Ambala was reached, he landed safely and none the worse for his experience.

The landing field is within the cantonment of the British-Indian Army. The officers of the Royal Air Force met the American fliers with the same cordiality which their brother officers had accorded the Americans at Allahabad. Every facility of the British Airdrome was made available for the American aviators and the slight damage to Lieut. Nelson's plane was quickly repaired.

On July 2nd, at 9:16 a.m., the world fliers left Ambala for Multan, flying along the fringe of the Great Indian Desert, which is largely embraced in the province of Rajputana. This flight was not accomplished without difficulty, although only 4 hours and 42 minutes were necessary to make the trip of 425 miles. A very heavy sandstorm was encountered, and the excessive heat made flying difficult. Lieut. Smith's report says that they landed at Multan safely, but very tired. The fliers again landed upon a British Airdrome and were shown every courtesy.

On July 3rd, at 6:10 a.m., the American expedition left Multan and headed down the Valley of the Indus toward Karachi, on the Arabian Gulf. The country which was flown over en route is not subject to heavy rains and thunderstorms like the Ganges Valley. Though the country immediately adjacent to the Indus is fertile and thickly populated, that portion which was traveled over by the flight is on the edge of the Great Indian Desert, and in pursuing a straight line the flight did for a distance of about 100 miles cross over the eastern edge of the Desert.

It was during this time that Lieut. Nelson's engine again cracked a water jacket, and though a great deal of water was lost he finally landed safely at the Royal Air Force Airdrome, east of the City of Karachi, where arrangements had been made for the landing of the flight by Lieut. Halverson, the Advance Officer of the Fourth Division.

Karachi was reached at 1:11 p.m., July 3rd. Here the American expedition remained for three days, taking off at 6:30 a.m. July 6th for Charbar, Persia, and arriving there in the afternoon, the distance covered being 330 miles. The fliers left the same day for Bandar Abbas, Persia, also 330 miles distant.

Remarkable progress was made the next four days, the airmen reaching Constantinople on July 10th, after traversing close to 2,000 miles. They are at this writing in Paris, France, and only a short hop across the English channel will take them to London, where their planes will undergo a thorough overhauling and pontoons again placed on them preparatory to their difficult hop across the north Atlantic via Greenland and Iceland to their native soil - the good old U.S.A.

PIONEER WORK IN HAWAIIAN ISLANDS

The Fourth Observation Squadron, stationed at Wheeler Field, H.T., has the honor of landing the first airplane on the small Island of Lanai in the Hawaiian Group.

During the recent tour of inspection, Brig. General Wm. Mitchell, Assistant Chief of Air Service, visited the Island of Lanai to secure data incident to the establishment of airways and airdromes on all Islands.

An excellent field was secured and marked, and this work was immediately followed by the 4th Squadron, all pilots and observers making the trip in formations of three planes each.

OBSERVATION SCHOOLS IN HAWAII

There has been a decided improvement in observation with both Coast and Field Artillery since the 4th Observation Squadron-Artillery schools have been completed. A number of misunderstandings in types of messages sent and received and the lack of standard methods used in observing with different batteries convinced the Com-

manding Officer that a school for all artillery communications officers and all pilots and observers was the best method of eliminating small misunderstandings.

The school was first organized between the Air Service and the 11th Field Artillery Brigade, and due to excellent cooperation some exceptional results were obtained and a thorough understanding of limitations of each branch of service was gained.

The school for Division Artillery was so successful that the Squadron Commander decided to carry on with the Coast Artillery. Consequently, authority was requested from and granted by the Department Commander for a school for communications Officers of the Coast Artillery District and Squadron Officers. As a result of these schools a number of minor difficulties were eliminated, some having arisen from time to time in flying problems for batteries. The time element and misunderstanding between Air Service and the Artillery in this Department was also cut down.

ACTIVITY OF SAN ANTONIO AIR INTERMEDIATE DEPOT

The Engineering Department of the San Antonio Air Intermediate Depot, Kelly Field, Texas, under the direction of Lieut. Charles E. Branshaw, Air Service, completely repaired and overhauled during the month of May the following airplanes and engines: Airplanes - 10 DH4B's, 3 DH4B-1's, 1 DH4B-P-1, 9 JN6H-1's, 3 MB3AAs, 2 MB3M's. Engines - 30 Liberty 12A's, 9 Wright 1's, 6 Wright E's, 16 Wright A2's, 4 Wright H3's.

During the month of June the following airplanes and engines were completely repaired and overhauled: Airplanes - 9 DH4B's, 2 DH4B-1's, 2 DH4B-P-1's, 1 GA-1, 11 JN6HI's, 5 MB3A's, 2 MB3M's. Engines - 26 Wright-1's, 28 Liberty 12A's, 4 Wright H's, 4 Wright H-3's, 3 Wright A2's.

NOTES FROM AIR SERVICE FIELDS

Kelly Field, San Antonio, Texas, June 2.

FLYING CADET DETACHMENT: One Flying Cadet submitted a request for discharge during the week, otherwise the detachment shows very little indication of being further decimated.

Section A is now engaged in Observation work and, judging from their grade these men are progressing favorably.

Several members of section B were initiated into the mysteries of formation flying. They are reported as having a great thirst for knowledge, and should rapidly become familiar with the fine points of this important work.

The men in section C are engaged in various maneuvers, the main ones being 180's and hurdle landings. This section should be ready for formation work very shortly.

Section D is finishing up Maximum Performance work. Some of the men are engaged in 180's and 360's, and all are reported as coming along well.

In past letters, comparatively little mention was made of ground school grades. No exceptionally brilliant grades were chalked up. However, Major Hickam in a little heart to heart talk a short while ago extended the 'icy mitt' in no unmitigable terms. Since that time, the grades have improved remarkably and will no doubt become even better.

FORTIETH SCHOOL SQUADRON: Captain Guidera, Lieuts. Canfield, Kessler, Snively, and Master Sergeant English, Staff Sergeants Morehouse, Pratiwnak, and Sergeant McKelvey, and Corporals Griffin, Grotz, and Bain all of this Squadron, returned from cross country to Fort Sill, Oklahoma, where they participated in the maneuvers held at School of Fire.

The Squadron Base Ball Team defeated the 68th Service Squadron team in the Post League on May 28th, by the score of 5 to 1. Among the many features of the game, was the excellent pitching of Bill Snowden of the Fortieth, who with three on base, and none out struck out two of the hardest hitters on the 68th team. Our Squadron Commander, Captain Guidera, played first base and strengthened our infield considerably.

Lieutenant Crocker with Private Hartley who left on a cross country trip to Muskogee, Oklahoma, were forced down enroute due to a bad motor and radiation, and had to wait for new parts so as to continue their flight.

FORTY-THIRD SCHOOL SQUADRON: The squadron has been going in strong for cross country work of late. Captain MacDaniel just returned from a ten-day sojourn at Ft. Sill where an elaborate artillery demonstration served as a background for a small amount of aerial activity.

Lieut. Strickland also undoubtedly upheld his far-famed reputation even at the expense of the Tallulah, Louisiana doctor's prescription. He is not quite sure just what was the cause of his and Sergeant Williams' sudden attack of "sea sickness". Since Sergeant Williams' account of this is hardly more lucid than Strick's, applications are now pouring in requesting cross-country hops to determine the exact nature of the remedy used.

The squadron personnel was further depleted by the sudden departure of Lieut. Maughan for his third attempt, - the fourth according to our records, to span the continent in a daylight to dusk flight. Our best wishes go with him.

SIXTY-EIGHTH SERVICE SQUADRON: Lieut. Cook is contemplating a cross-country to Washington, D.C. Lieuts. Rush and Cook will be relieved from the Squadron about the 15th of July, and about the early part of August will leave for the Philippine Islands.

THIRD ATTACK GROUP

HEADQUARTERS THIRD ATTACK GROUP: Lieut. C. McK. Robinson, Flight Commander; Lieut. F.V.H. Kimble, Flight Engineer Officer; Lieut. D.W. Goodrich, Flight Supply & Armament Officer; Lieut. M.E. Gross, Lieut. W.H. Wheeler, Sgts. R.J. Simons, E.S. Young, John Bowers, Harry Mooney and Private Dryden, comprising the Attack Flight which left Kelly Field May 17th for a demonstration of Attack Aviation for students attending the School of Fire, Fort Sill, Oklahoma, returned to Kelly Field, May 27th.

The attack flight supported the First Division throughout the maneuvers. Two attacks were made on the 20th; the first at 1:45 p.m. when each plane dropped six fragmentation bombs and fired flexible machine guns on a line of trenches; the second attack at 2:30 p.m. was made on battery positions, each plane dropping

four 50 pound demolition bombs. One attack was made on the 21st on an ammunition train, each plane dropping four 50 pound demolition bombs. Two attacks on enemy battery positions were made on the 22nd, each plane dropping six 50 pound demolition bombs. A demonstration of attack aviation was also given for the students of the Field Artillery School on the 24th and for the United States Editors' Convention on the 26th.

HEADQUARTERS EIGHTH ATTACK SQUADRON: Flying during the past week was limited to training in attack and tactical exercises. A number of pilots were flying with the 43rd pursuit squadron the first three days of this week, when flying conditions were suitable.

Misfortune seemed to haunt Cpl. Henley on his cross-country flight to Clarendon, Texas, on May 24, when his plane was completely washed out about 16 miles north of Fredericksburg, Texas, in a forced landing. The right wheel and one longeron were broken in landing. It is believed that the plane had a defective landing gear, since none of the struts in the landing gear were broken or even cracked. Cpl. Henley and Pvt. Stephens escaped injury.

THIRTEENTH ATTACK SQUADRON: Flying was curtailed to such an extent during the past week due to inclement weather that the Engineering Department had considerable time to devote to making minor repairs on our planes and getting them in good shape for flying. Much work was also done on the lawns around the Hangars and Barracks.

TWENTY-SIXTH ATTACK SQUADRON: Very little flying was done by the squadron due to the inclement weather. This organization has a total of four planes with the new types of service equipment for synchronized guns.

NINETEENTH ATTACK SQUADRON: Operations for the past week consisted mostly of flying pursuit ships with the 43rd School Squadron, and a few routine tests of the ships in this organization.

Kelly Field, San Antonio, Texas, June 9.

10TH SCHOOL GROUP

HEADQUARTERS 10TH SCHOOL GROUP: Flying. Lt. A.A. Kessler, Jr. of the 40th Squadron flew to New York City in a DH4B.

Lt. Ralph A. Snavelly of the 40th Squadron flew to Los Angeles, Calif. in a DH4B.

Lt. Crocker of the Third Attack Group flew a Martin Bomber to Muskogee, Oklahoma, carrying an extra Liberty motor to be installed in a DH4B that was down at that station. He left Kelly Field on May 27th but was forced down the following day by motor trouble and had to install the extra motor in his own plane. He returned to Kelly Field for another motor and resumed his mission to Muskogee.

Major W.B. Duty, Airway Control Officer, flew cross country to Marshalltown, Iowa.

Lt. O.R. Cook left on a cross country to Washington, D.C. in a DH4B.

The 22nd Photographic section sent Private Womak with Lt. Crocker to Muskogee to take some obliques and movies. He was unable to accomplish his mission the first time on account of motor trouble, but went back on Lt. Crocker's second trip.

The 22nd Photographic Section made a mosaic of Kelly Field and the San Antonio Air Intermediate Depot during the past week. A mosaic of Brooks Field will be made in the near future.

Accidents: Another sad accident occurred this week at Kelly Field which resulted in the death of 2nd Lt. S.L. Thompson. Lt. Thompson was flying in a three-ship formation with another student, 2nd Lt. W.W. White, and their instructor, Lt. L.J. Carr. Lt. White was leading the formation, with Lt. Thompson in position No. 2 and Lt. Carr in Position No. 3. Lt. White zoomed as a signal that he was going to relinquish leadership to Lt. Thompson. In going down from the zoom Lt. Thompson's and Lt. White's ships collided and locked together, one on top of the other. Lt. White, who was in the upper ship, finding that his ship was out of control, pulled his parachute ring and made a safe descent but Lt. Thompson, carried to the ground sandwiched between the two planes, was instantly killed.

A Mexican boy by the name of Jose Maria Ramos, who was working in a cotton field, was struck by the falling ships, and instantly killed.

Lt. Thompson was a graduate of the Military Academy class of 1923 and was undergoing training in the advanced Flying School. He is survived by a widow and a three weeks' old baby, also a mother and father, Mr. and Mrs. Chas. S. Thompson, of Watertown, New York.

FORTY-FIRST SCHOOL SQUADRON: Private Dewey F. Shipp, who was absent without leave and wired the Commanding Officer for a ten (10) day extension, reported for duty after being absent 31 days, and reported an enjoyable box-car tour of several states. Tips were not exactly in accord with his wishes. However, he reports that he did treat the civilian authorities at several stations to hot cakes, except at Palestine, Texas, where dinner was served, and he drew a nice fine amounting to approximately \$65.00 and restricted to the city hotel for 10 days. Private Shipp reported his experience as an absentee and the many difficulties encountered to his squadron Commander, and expressed his sincere desire to remain from now on with the service.

FORTY-SECOND SCHOOL SQUADRON: Flying time for the week, 214 hours and 50 minutes. Students' time- 259 hours and 10 minutes. Camp at New Braunfels has turned out a success, as the members of the organization seem anxious to spend the week-end there.

SIXTY-EIGHTH SERVICE SQUADRON: Work started on replacing engine bed fittings on four (4) condemned S.E. 5's, also work was hurried on Major Hickam's ship.

Two other DE's sent to the line for service. Overhaul of two Liberty Motors completed in Motor Overhaul.

Invitations for Lt. Rush's wedding on June 12th were issued.

Technical Sergeant J.K. Williams, is away on a short furlough. We trust it is not in the vicinity of Louisiana. Staff Sergeant Woods is handling ships and hangars with his quiet usual efficiency during J.K.'s absence.

THIRD ATTACK GROUP

EIGHTH ATTACK SQUADRON: Flying within this organization during the past week was limited to training in attack and tactical exercises and flights with the 43rd Pursuit Squadron, each day.

Lt. Crocker left Kelly Field June 4th in a NBSI plane for Muskogee, Oklahoma. Lt. Crocker attempted the same flight last week and was delayed at Dallas, Texas, because of motor trouble, and had to return to Kelly Field. The NBSI plane was furnished by the 40th School Squadron. His mission was to ferry a motor to Muskogee to replace one damaged there in one of the Model Airways planes.

Staff Sergeant Joyce, who has been the squadron Sergeant Major for some time, was transferred to the 60th Service Squadron and Staff Sergeant McCurdy of the 60th was transferred to the Eighth to take Sgt. Joyce's position as Sergeant Major. Sergeant Joyce will leave for the Islands the latter part of this month.

All pilots of this organization are competing in the individual bombing practice of this Group, and the best bombing pilots will be sent to Langley Field, Virginia, to do the same work there.

THIRTEEN TH ATTACK SQUADRON: Capt. L.L. Harvey, who has been in command of this squadron for the past four years, has been transferred to the 10th School Group, and 1st Lieut. WM. L. Wheeler, our former Squadron Supply Officer, assumed command.

TWENTY SIXTH ATTACK SQUADRON: Lt. Duke with Capt. Mansfield as passenger, made a cross country flight to Galveston, Texas for the purpose of transporting the Capt. to that place for duty as Recruiting Officer. Lt. Duke returned the next day.

SIXTIETH SERVICE SQUADRON: Capt. Ballard, pilot, and Sgt. Linville, mechanic, both of Post Field, Oklahoma, arrived at this field in a DeHaviland plane, May 27th, and returned to their home station May 31st.

Lt. Douglas, visiting pilot, with Pvt. Sanders as mechanic, left this field May 30th en route to Ft. Bliss, Texas.

NINETY ATTACK SQUADRON: Training and operations last week consisted mostly of horizontal bomb attacks on the bombing range one mile northwest of Kelly Field, using fifty-pound demolition bombs, bombing from an altitude of 800 feet. On June 1st Lt. O'Connor and Corporal Reynolds returned from a cross-country trip to New York, by way of Denver, Colorado.

On June 2nd, Lt. Andrews, of this organization, took off on an airways trip to Scott Field, Ill.

Chanute Field, Rantoul, Ill., June 18.

Captain Ralph P. Cousins, Commanding Officer of "Shinoot", since the depart

ure of Major Martin, left recently on a ten-day leave for points in the East, and thus time is now found to pen short items of news from this Station.

When Major Martin recently passed through Chicago on his way to report to the Chief of Air Service in Washington, a goodly number of the old gang from Chanute Field escorted his train for several miles prior to its reaching Chicago. Major Martin was entertained by the Adventurers Club while in Chicago, and we all managed to horn in on the party. It is reported that every one left in good spirits. Major Martin is expected to visit Chanute within a few days, and a rousing reception is being planned for him.

Major Wm. C. McChord is expected to arrive at Chanute Field, and assume command about July first. Having in mind the story told of Major McChord when he assumed his first command, it is reported that there are a number of soldiers at this Station expecting to become non-commissioned officers shortly after his arrival.

Chaplain C. P. Fatcher departed for Camp Custer, Michigan, where he will spend the next three months at the summer training camp. Needless to say, our genial and jolly chaplain is greatly missed and the boys are anxiously awaiting his return.

Most every one has known that Lieut. "Doug" Givens is a very good politician and of late he has been decidedly active attending the Republican Convention at Cleveland, June 9 to 12th with Mr. Charles Middleton, Commissioner of Labor for the State of Missouri, as his passenger. "Doug" claims to be a wet Republican.

Lt. Devery, Lt. Rich, Sgt. Porter and Sgt. Harvey flew to St. Louis, Monday, June 16, and were guests at the Quartermaster Reunion held there.

Lt. "Hod" Eller recently took off for Hartford, Conn., to serve on D.O.L. as an instructor of a National Guard unit. "Hod" left considerable unfinished business behind him.

Lt. Charles C. Dowman, Instructor in the Department of Communications, is on leave of absence preparatory to sailing for Hawaii.

Lt. Charles H. Mills, flying one of the DH4-B wash-outs, made a graceful landing at an altitude of some 75 feet with the usual result. Charlie says "With a good ship it wouldn't have happened". We are this day informed that the same Lt. Mills has been designated to pursue a refresher course under "Doug" Givens.

Lt. Ployer Peter Hill, Property Officer of the Department of Photography, departed last week for three months' temporary duty in the Chief's office.

Several of the R.O.T.C. arrived June 17th and are now quartered in tents opposite the Hospital. Captain Whitesides, of the Instructors Staff for the Air Service at the University of Illinois, is in charge of operations, and our pilots and instructors will be kept very busy the next two weeks carrying out the schedule arranged for the training of those men.

Lt. E. G. Plank, Corps of Engineers, attached to McCook Field at Dayton, has been at the Field for the past two weeks awaiting a good day to complete a mapping project. Our weather reports show clear weather and no clouds during the entire period.

Lt. McReynolds, from Bolling Field, came through on airways on the seventeenth, with Lt. Dick Aldsworth, on leave from Kelly Field, as his passenger.

Lt. Lawrence P. Hickey, Director of the Department of Communications, on a recent airways trip east, made the flight from Chanute to Mitchel Field in one day's flying time.

Sergeant Aaron A. Porter, pilot, accompanied by Sergeant Alva Harvey, departed for Cleburne, Texas, Sergeant Harvey's home, on June 16.

The members of the Quartermaster Corps, at this Station, and the civilian employees of that branch celebrated the Quartermaster Reunion with a dinner at the Hotel Inman, Champaign, Illinois, June 16. "Champaign" is the name of the town—not a part of the menu.

Captain Walcott P. Hayes and Lt. Samuel Skomp, honor students of the recent class graduated from the Department of Communications, received notice of their assignment for a course of study at the Sheffield Scientific School, Yale College.

Lt. Al Smith and Captain S. E. Robinson, of the Missouri National Guard, while returning from the Republican Convention at Cleveland, cracked up some twenty miles from Chanute Field and proceeded on their trip to St. Louis after various minor repairs were made.

Lt. Cook came up from Kelly on an air trip to visit home folks in Indiana, and cracked up for the edification of the natives, returning to Kelly by rail.

Lt. Vincent J. Meloy, Regular Army Instructor with the National Guard at

Nashville, Tenn., visited Chanute Field to make arrangements for the Aerial Carnival to be held in Nashville the latter part of this month.

The Post Baseball Team, under the management of Lt. Arnold H. Rich, E & R Officer, is playing a schedule of games each Sunday, on the Field. An unusual amount of interest has been shown by the entire personnel of the Field in these games, and it is planned that they shall continue throughout the season.

Student officers of the Engineering Division, at McCook Field, were recent guests of Chanute on a tour of inspection of our various shops and courses. A formal - very, very formal - dinner and dance was given in their honor at the Officers' Club.

Major Follett Bradley, Commanding Officer of France Field, Panama Canal Zone, was a recent visitor at Chanute.

Brooks Field, San Antonio, Texas, June 9.

Summer is coming - Yes Sir! And, how do we know? - Oh, of course, by the thermometer, - but also because people are going off for vacations. Mrs. James T. Cumberpatch and her young son left for California as have Mrs. Dudley W. Watkins and Mrs. Kenneth B. Wolfe. Mrs. Charles C. Chauncey also left, and will rejoin her husband at his new station in Washington. Lieut. Chauncey was in charge of the School work here and left a remarkably smooth running organization to his successor, Lt. Chas. A. Horn. Lt. Chauncey's new work is along somewhat similar lines as he is in the Training Division, Office Chief of Air Service. The Posts' best wishes for success are extended.

Young Scotty Royce, six year old son of Major and Mrs. Ralph Royce, suffered a severe bereavement recently. One of the numerous dogs on the Post caught a baby brush rabbit, and the infant, apparently unhurt, was presented to Scotty. It was so young that solid food offered no temptation and the problem became acute until Mrs. Royce ended the hunger strike by injecting warm milk down Peter Rabbit's throat with one of Capt. Thorne's medicine droppers. Peter seemed to thrive for about a week, but finally, after being persuaded to partake of a tender grass shoot, he was apparently seized with acute indigestion and passed into the Happy Hunting Grounds in spite of the best efforts of the Flight Surgeon. And so Scotty is desolate.

The world's saddest dog, 'Corn-Whiskey', belonging to Lt. Harlan T. McCorn's mick, visited the Post for a few days, but had to go back to his 'sanitarium' to check a slight attack of distemper.

Lts. Oscar A. Prochl and Lloyd B. Hunting are quite busy these days turning down the "reverse congratulations" of their friends. Both of these aspiring young aces set their ships down wrong side up recently.

Lt. John K. Nissley, Post Utilities Officer, and Mrs. Nissley, left to spend a few weeks at Lieut. Nissley's home in Pasadena, Calif.

Lts. Elmo Shingle and Albert G. Kelly left the Post for their new stations at Ft. San Houston.

Hectic activity on the part of the seven National Guard Officers, Lts. J.H. Douglas, S.E. Hartsfield, Edward L. Meadows and J.L. Peterson from Tennessee and R.J. Rentz, R.S. Willis and J.M. Bell from Minnesota, Texas and Indiana, respectively, has become very noticeable. The reason is that the appropriation for their training has run out, cutting their period from the proposed four months ending July 17th to the 3d. This is a great disappointment to these officers, and they have requested their respective States to take up the financial burden for the remainder of their training period temporarily until the beginning of the new fiscal year. At all events they will remain until July 1st on their own time, if necessary.

Lt. Clinton F. Woolsey flew a Kelly Field Martin over the Airways this week, taking his passenger, Lt. Gordon T. Waite, on sick leave to his home in Michigan. In addition, Lt. Woolsey carried a Liberty motor and spare parts destined for Muskogee and some express for Dallas.

Brooks Field, San Antonio, Texas, June 16.

Boy howdy! What a party - The bachelor officers on the Post are mighty sorry to have such a leading light as Lt. Clements McMullen departing from their midst, but it can't be helped. Lt. McMullen will be transferred to the San Antonio Air Intermediate Depot, San Antonio, Texas, in the capacity of Officer in Charge of the Repair Depot,

But the party? - Oh yes, as a slight token of their regard the rest of the bachelors among the permanent officers staged a party for 'Mac', which included a short tour 'aboard' - that is to say, to a neighboring, the foreign country, and - - but what's the use, the "langwidge" ain't adokuate".

The Board in session here, considering the adoption of new and improved training ships and methods is nearly thru with its work, and every stenographer on the Field is hopefully preparing to breathe a deep sigh of relief, for the description of the Boards' actions and findings is very voluminous, due to the many aspects to be considered and importance of detail. There is one more ship to be considered, namely, the entrant of the Cox-Klein people of Baldwin, Ohio, which is expected to arrive within the next few days.

Brooks Field has a real ball team, and anyone needing to be convinced should have seen the game Friday with the Champions from the 15th Field Artillery. The final score was 5 - 4, but it took eleven innings of mighty good ball to do it. Lts. Charles R. Evans and O.A. Proehl are managing the squad and are to be congratulated on the fine showing made.

There's considerable joy circulating around among the present class, for the news has leaked out that cross-country flights of eighty miles, instead of the regular forty, will be made this time. The trips to and from are to be made over different routes, thus allowing both members of each pair of students to act as pilot and navigator over unfamiliar courses. Each navigator in turn will also make a flight sketch of the area traversed. Best of all, the flights will be made in the new TW3's, side - by - siders, with slip stream and wind so nicely diverted that neither helmet nor goggles are necessary and the motor muffled so that ordinary conversation is unhampered. (Do we hear some old boy saying "Gosh!" what pampered pets, - now, when I took my flying training, etc. etc. - "Maybe, but think it over, its progress for the service).

And that's not all either, this class will get some three or four hours Formation Flying in Voughts, and students couldn't ask for more.

"We have with us - etc." Major and Mrs. Clinton W. Russell and Capt. Harry B. Flounders, with a class of seventeen R.O.T.C. Air Service cadets from Texas A.& M. College. They only arrived last week, so we haven't become really acquainted with them all yet.

Lt. and Mrs. "Jimmy" Taylor left for the Philippines. Their friends all wish them 'bon voyage'.

Lt. J.B. Haddon, cur O.I.C. Flying, in addition to his other qualities is something of a diplomat. The other day one of the students set down his "Jenny" on the fence of one, Maldonado by name, and a corn (not cain) raiser by trade. As a result somebody elses cows got thru the fence and ate Maldonado's corn, causing him great anguish as well as some karry loss. This sad state of affairs coming to Lt. Haddon's notice, he took Lt. L.F. Young as interpreter and flew over to sooth Maldonado's fuffled feelings.

Camp Nichols, Rizal, P.I., May 17th.

Due to lack of sufficient appropriations, work was discontinued on the new Photo Hut which was to house the 6th Photo Section. It is understood, however, that an additional appropriation will soon be made to permit the completion of the building in the near future. At the present time working facilities are so handicapped in the old building that the section is not doing as good work as it could under other conditions.

First Lt. Jack Greer and Sergeant George Bathey of the 66th Service Squadron, were selected to represent the Squadron and Camp Nichols in the Pistol Match to be held at Fort McKinley in the near future. Private DeBall was selected as the representative of Headquarters Detachment. Lt. Greer gained his shooting eye from squirrel hunting in Missouri and Sergeant Bathey by shooting other things up in Michigan. Private DeBall is rather vague about his.

The bunch in Baguio will return tomorrow, and the Squadron hopes they will feel sufficiently recuperated to hit the ball, as they have lots of nice hard work

laid out for them, such as digging out rock, building roads, sinking the gas tanks at the South Hangar and completing the construction work.

Operations this week were as follows: On the 12th, Lts. St. John and Hackett flew to Clark Field, and returning On the 13th, Lts. Skanse and Hackett flew two Martin Bombers to Clark Field, leaving one there for storage, returning same date. Lt. Maxwell, pilot and Lt. Hindler, observer, flew over Corregidor Island on a Reconnaissance Mission. On the 15th, Lts. Maxwell, Hackett and St. John flew, from Corregidor to Cavite in a seaplane, piloted by Lt. Barrett.

Notes from the 42nd Air Intelligence Section.

The late hot spell has failed to dampen the spirits of the 42nd., and Private Snead still takes great delight in delivering the passionate pink passes in person.

We tried to get Private Highfall interested in 'em but he begged off, declaring that they clashed with the quieter tone of his hair.

We expect to get this rush work on passes over soon and settle back to the old routine of drawing maps, (and canteen checks).

Headquarters, Philippine Dept., Manila, P.I., May 26th.

The Camp Nichols Team won their game from the Horsemen of Stotsenburg, at Nozaleda Park on the 19th, by a score of five to nothing. This was an unusually good game and won favorable mention from the newspapers and the Manila Fans. Browning, the Nichols tosser, pitched one of his brilliant games, holding the Horsemen to one hit. The Nichols team also made the only triple play of the season in this Department. In the games with the gunners at Corregidor, they lost both games. This ends this season's work. It is hoped that the team will make a good showing during the next season. We have the material and with plenty of practice and cooperation, we should be able to accomplish something.

Captain R. Beam, who has been ill in Sternberg Hospital for sometime, is due to return to duty this week.

The 66th Service Squadron Headquarters, the Supply and Engineering Departments will be very glad to get into their new offices at the Hangar just completed. Much concern was felt by the Squadron, when the skies began to cloud over and the wise ones predicted the rains had come. They fear that unless the move is made at once, the Quartermaster will be compelled to issue them canoes to go about their work, as the water comes through the old roof just as if it wasn't there.

Lt. McCune, Squadron Supply Officer, had a couple of days of pleasure last week when he made a trip to Mindoro. He returned full of pep and is now trying to catch up with the work that piled up in his basket while he was gone. Baskets have a funny way about them, they generally pile up just the time one least expects it.

Operations the past week consisted of the following flights: On the 19th Lt. St. John and Dinger flew to Clark Field and return. On the 22nd Lts. Hackett and McCune flew two DHs to San Jose, Mindoro, transporting Mr. Burns, an Insular government official, on official business. The officers returned the next day.

Mr. Kelly, Airplane Inspector in charge of assembling the ten Martin Bombers, which arrived here on the February Transport, is contemplating returning to the States on the June transport. He is well pleased with the co-operation he received at this Field. Five of the Bombers have been assembled, four of which are stored at Clark Field, until our new hangars are completed. The first three Bombers were assembled and flown in twenty eight days, which, according to Mr. Kelly, is a record.

Notes from the 42nd Air Intelligence Section.

Extra. A new malady has struck the 42nd. We don't know just what the trouble is, but think it should be classified as acute religionitis. The complete office force, with the exception of Sergeant Wilkins, went to church last Sunday. There can be no doubt as to the ability of Chaplain Boyd. He has been here only a short time but has already accomplished something no other Chaplain has ever done. Perhaps he can divert Private Snead's mind from his daily day dreaming.

More States mail came in this morning and Private Snead has been going around ever since with a fixed and glassy stare.

Mrs. Geo. E.A. Reinburg, wife of the Air Officer, returned recently on the "Empress of Asia" from a two months' tour of China. She was entertained by the American Consul in Shanghai, and while in Peking was the guest of Mr. and Mrs. John W. Walker of the Standard Oil Co. who have a beautiful residence there. Mrs. Reinburg purchased many beautiful Chinese furnishings for her home. Major Reinburg recently returned from a hunting trip to San Jose, Mindoro, where he flew by airplane, accompanied by Major Howard Smith of the Public Health Service. They were the house guests of Major S.I. Johnson, O.R.C., who is manager of the Mindoro Sugar Estate. Major Reinburg has planned an extended trip through Japan, China and Siberia on leave. He expects to board a freighter at Manila, visit Hongkong, Shanghai, Peking, Mukden, Harbin, Vladivostok, Seoul, Korea, Shimoneska, Tokyo, Kobe, Nagoya and Yokohama. While in Peking and Harbin Major Reinburg expects to hunt deer and pheasant.

Lt. and Mrs. George A. McHenry, who have been stationed at Camp Stotensburg for the past two years, are among those sailing for the United States next month. Lt. McHenry will go to Brooks Field for duty.

Lt. and Mrs. L.A.E. Waller and child are leaving on the Transport "Thomas" for the United States June 17th. Lt. Waller was stationed at Clark Field for the past two years. He will report to the Middletown Air Intermediate Depot, Middletown, Ohio, for duty.

Mrs. Benjamin G. Weir, wife of Major Weir of Camp Nichols, left for Baguio. She and the children expect to remain there for several weeks.

Capt. and Mrs. Gilbert T. Collar, who have been stationed at Camp Stotensburg for the past two years, sailed on the "Empress of Russia" for a tour in China. They will make connections at Chinwangtao with the Transport "Thomas" on its return trip to the United States next month.

Lt. K.N. Walker, who with Mrs. Walker, has been touring in China, returned to the Post for duty on the 26th.

San Antonio Air Intermediate Depot, Kelly Field, Texas, June 12.

Major Frank D. Lackland, Commanding Officer, and Lt. Edward M. Powers, returned by rail from Washington after flying a DH 4-B 3 for delivery to Major General Mason M. Patrick, Chief of Air Service. Major Lackland and Lt. Powers, on their trip East, visited the Enlisted Mechanic's School at Chanute Field, and were particularly interested and impressed with the Consolidated Mess there, where they found an old Kelly Field Officer, Lt. Johnson, in charge. At McCook Field they spent several days getting some special equipment on General Patrick's ship, and went through all the departments and sections of the Engineering Division, as well as the Fairfield Air Intermediate Depot.

The following changes and assignments of Commissioned Personnel at this Depot were recently effected: First Lt. Lewis A. Dayton, relieved as Adjutant and assigned to duty as Station Supply Officer. First Lt. John M. Clark, assigned as Adjutant.

A radiogram was received from Washington amending Lt. Edward M. Powers' orders to the Hawaiian Department, and directing him to depart on the boat leaving San Francisco October 15th, 1924, for the Philippine Islands, for duty.

First Lt. B.M. Giles, this Depot, won the championship of the second flight in the first annual municipal golf links championship matches, when he defeated A. Levy 8 and 7 Sunday in their 36-hole match. Taking the lead from the beginning, Lt. Giles increased it until they reached the 29th hole, where he cinched the championship.

Transfer orders have just been received covering the transfer of 12 JN-6H airplanes with Wright-1 engines to Maxwell Field, Montgomery, Alabama; 10 to Post Field, Ft. Sill, Oklahoma; and 24 to Brooks Field, San Antonio, Texas, to be used in connection with the Summer Training in this area.

Lts. Barney M. Giles and John M. Clark both qualified for the National Matches, the former with an average of 93.5% and the latter with 94.65%

France Field, Panama Canal Zone, June 14.

The return of our Commanding Officer, Major Follett Bradley, from the States where he had gone to compete for a place on the Olympic Rifle team, was the occasion of an unusually successful dinner dance at the Strangers' Club. Everyone had wished Major Bradley the best of luck when he left for the competition, and the personnel of the post were with him heartily. However, the cordiality expressed upon

his return almost seemed to indicate that France Field would, selfishly perhaps, rather have him here than in Europe. We are represented on the Olympic Pistol team, however, since Warrant Officer Billingsley successfully weathered the stiff competition for an opportunity to carry the American colors in that Classic meet, sailing on the "President Harding".

On June 9th an emergency flight was made to Aguadulce, R.P. by Captain H.M. Smith in a Martin Bomber for the purpose of transporting Mr. J.V. Brown to the Ancon Hospital. Mr. Brown was critically injured while engaged in bridge construction near Aguadulce, and the flight was authorized by General Sturgis in the hope of saving the life of the injured man.

Lt. Wm. K. Moran, returned to his quarters from the Ancon Hospital, and while he is still in a cast, we are glad to have him with us and hear his cheery voice, if only on the telephone. A forced landing in the tree tops of the jungle, he argues, is not as soft as it looks and we are all sure that it was only by consummate skill that Lt. Moran was able to get down in such a place and save both his own and Sergeant Badger's life.

The basket ball team is having better luck and last week gave their old enemy, the Lincoln Five, a neat defeat, the score being 14 - 10. Their teamwork is improving as well as basket shooting and we are confident of the result in the games still to be played.

Wilbur Wright Field, Fairfield, Ohio, June 20.

Capt. E.E. Adler arrived at Fairfield on June 6th from leave at San Antonio, Texas, and expects to remain here for an indefinite period.

Lt. H.H. Mills returned from Kansas City on June 6, having made the trip in a Martin Bomber. He took with him Messrs. J.M. Gower, J.D. Riblet and Greer Hadden of this Depot.

Lt. F.H. Paul, Supply Officer at Chanute Field, arrived at Wilbur Wright Field on June 9 accompanied by Mr. W.T. Burnett, instructor in electrical engineering at Chanute Field. They spent a day here, dividing their time between the Supply Department and the Field Service Section. The following day was spent at McCook Field, after which they returned to their home station.

On June 10, Lt. Edwin B. Bobzien, Commanding Officer of the 5th Photo Section at Chanute Field, travelled by air to this Station and consulted with Lt. Dunlap regarding photographic supplies. He returned to his home Station on June 12. Lt. Bobzien was accompanied by Lt. St. John, a student officer at the Technical School at Chanute Field.

On June 16, Major G.H. Brett and Lt. G.V. McPike flew to Scott Field, Ill. to consult with the Officers at that place in regard to supply problems. They returned the following day.

Major Thomas G. Lamphier, Commanding Officer of Post Field, accompanied by Sergeant Bothne, arrived here on June 16th having travelled by air from Bolling Field. They left for Selfridge Field the following day.

Sergeant Pomeroy of Selfridge Field flew to this Station June 17th, and returned in a few hours, carrying a large amount of supplies, including 18 oil tanks which were safely stowed away in his DeHaviland plane.

On June 17th Lt. H.H. Mills made a flying trip to Effingham, Ill., and return.

Six DeHaviland planes and one Martin Bomber were scheduled to proceed on June 28th to Bowman Field, Louisville, Ky. to take part in an aerial demonstration in connection with the Kentucky Homecoming. On that day, all former residents of Kentucky are invited to visit their home State. It is expected that the attendance will be large and that many former Kentuckians from all parts of the United States will return.

Lt. V.J. Meloy arrived by air from Nashville, Tenn. on June 19th. Lt. Alfred Lindenburg, of Langley Field, arrived the same day; he expects to ferry a Martin Bomber that has been overhauled in the Repair shops at the Fairfield Depot.

On June 17th, Lt. Ira L. Koenig piloted the Pony Blimp over the city of Dayton.

Rockwell Air Intermediate Depot, Coronado, Calif., June 20.

The supply Department is preparing to place all supplies under one roof, with the exception of paints, oils, and greases, which will be stored in a separate

building in compliance with existing regulations. The main classes of property will be stored in separate sections, each item being identified by stock number, aisle number, and section-number, making a very simple system by which any item may be located easily in filling requisitions from stock. Because of the shortage in personnel the transfer of this property has been going rather slowly, but once the system is in effect, the Rockwell Air Intermediate Depot will have as fine a stock keeping system as any in the Air Service.

A shipment of seventy Liberty engines is being received from the Hawaiian Islands for overhaul at this repair depot. These engines will be sent through the Engineering Department and receive the general overhaul that has made the R.A.I.D. engines famous.

In 4 1/2 days, ending at noon Saturday, June 7th, this Depot prepared for shipment by Navy Transport to the Atlantic Aircraft Corporation, New Jersey, 94 boxes of DH4B airplanes, totalling 207,500 pounds. This work also necessitated the pulling of 83 Liberty engines and, considering the fact that a force of unskilled laborers were employed under the supervision of a few trained men from the Supply Department, it is thought that this record for speed will stand for some time.

It is understood some one approached Mr. Butcher, the chief packer and asked if he had any news. His reply was "Yes, for heavens sake, tell them to cut out the RUSH and put in a requisition for roller skates".

With the joining of the 91st Aero Squadron with the forces at Rockwell Field, for the purpose of successfully completing the summer training camp as provided by the War Department, for the instruction of Reserve Officers, Organized Reserves and R.O.T.C. Units of the various Colleges, and extensive athletic program of a competitiveness has been drawn up between the officers of Rockwell Field and the officers of the 91st Aero Squadron. To this end a loving cup has been put up for all the events, divided as follows: Individual and a team cup for the Golf Tournament, a cup for the team winning at Trap Shooting, pistol and rifle shooting, and one other for the allied events such as hand ball, tennis, swimming, pingpong, smelt fishing, track meet, spitting at a crack or most anything either side might think they are real good at. The program consists of three baseball games, eight golf games, three tennis matches, both single and double, four trap shoots, one rifle shoot over the regulation range, three pistol shoots, two hand ball games, aquaplaning and swimming and a field meet, all of which are to be contested for up to September 1st.

To date Rockwell Field has won one ball game by a score of ten to two, broke 21 clay birds more than the 91st out of a possible 500 and won three of the five two somes played at the golf course of the Coronado Country Club, giving the local officers an edge that might be difficult to overcome.

Each of the 29 events as carded in the above list have a value of one point each to the winning side, the organization winning the most points at the close of the training period being dubbed winners and suitably rewarded with the trophies as listed.

Keen competition is the result, as each organization has ten officers with about the same general qualifications, the 91st believes they will not only even up the score but will be so many points to the good one month from now that the games for August will not have to be played. Rockwell Field officers think the same.

Following is a list of the Officers in each Organization:

Rockwell Field

Major H.H. Arnold
Captain Ervin
Captain Houghton
Captain Ocker
Captain Field
Captain Davis
Lieut. Hine
Lieut. Richter
Lieut. Seifert
Lieut. Blair

91st Aero Squadron.

Captain Hanloy
Captain Peabody
Captain Beeson
Captain Signer
Lieut. Marriner
Lieut. Bayby
Lieut. Miller
Lieut. Benton
Lieut. Green
Lieut. Barnett.

Information Division
Air Service

July 31, 1924

Munitions Building
Washington, D. C.

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

FOR RELEASE August 4, 1924

AROUND THE WORLD FLYERS PREPARE TO CROSS ATLANTIC

Only sixteen flying hours separate the American around-the-world flyers, who are at Brough, England, at this writing, from the shores of North America - that is to say, if they were to set out to equal the record made by Captain John Alcock and Lieut. Arthur W. Brown in their non-stop trans-Atlantic flight from St. Johns, Newfoundland, to Ireland, on June 14, 1919. But the American flyers are not bent on making any speed records in their aerial circumnavigation of the globe. Their purpose is to demonstrate that the project can be carried through to completion. In the light of what they have accomplished thus far, no doubt should exist as to the successful termination of the flight.

Instead of the 1936 miles which the British flyers, Alcock and Brown, covered before they landed at Clifden, Ireland, the American flyers, according to their itinerary, will have to traverse some 2816 miles before they reach Indian Harbor, Labrador. From this point to Washington, D.C., is a stretch of 1665 miles, so that the total distance which now separates them from Washington is 4481 miles.

When we pause to reflect over the accomplishments of the airplane we are seized with a feeling of wonderment. Crossing the Pacific Ocean is the latest aeronautical achievement. Three years ago the Atlantic Ocean was crossed in 15 hours, 57 minutes. Last month Lieut. Maughan crossed the United States from New York City to San Francisco in 21 hours, 48½ minutes. The American around-the-world flyers are now on their home stretch. Truly, what next?

In our chronicles of the world flight, which have appeared regularly in the NEWS LETTER, we left off where the American airmen had taken off for Bandar Abbas, Persia. This place is situated at that point where the Gulf of Oman and the Persian Gulf join. The peninsula of the desert coast of Arabia, separating the Gulf of Oman and the Persian Gulf, can be distinguished from the Persian coast.

The flight landed on the airdrome which had been prepared on the beach east of Bandar Abbas by the assistance of the British Consul there, after 4 hours and 5 minutes in the air. The airplanes had behaved so splendidly throughout the two flights on the 7th that very little work was necessary for the next day's flight. The officers and men of the American Expedition were entertained and quartered with Mr. Richardson, the British Consul at Bandar Abbas.

On the morning of July 8th the airmen left Bandar Abbas for Bushire, the most important city of Persia, 400 miles to the west. After five hours in the air, during which no difficulty was experienced, they landed at Bushire on an excellent airdrome which had been prepared by the Royal Air Force as one of the way stations on the airway between Baghdad, Mesopotamia, and Karachi, India. After a short stay in Bushire, which was necessary for refueling and visiting with the officials of the British Government who had been so kind to Lieut. Halverson, the Advance Officer of the 4th Division, and who had assisted him in making all the arrangements for the landing at this place, the flight took off that afternoon for Baghdad, the City of the Arabian Nights, 475 miles to the west.

When the flight landed on the afternoon of July 8th it had covered 875 miles that day from Bandar Abbas, Persia, in ten hours and 30 minutes flying time, having flown from India to Mesopotamia in two days, traversing the entire southern border of Persia.

Upon their landing at the airdrome, the American flyers were cordially received by the Royal Air Force, the officials of the British Government and the American Consul. During their stay at Baghdad the Americans were the guests of the Royal Air Force Squadron No. 8, but in spite of their splendid treatment could not be persuaded to remain long with them, and the dawn of July 9th found the three planes of the American Expedition circling the Airdrome preparatory to the flight of 480 miles to Aleppo, Syria. The course followed was generally up the valley of the Euphrates of the old city of Ramadi to Dier-Ez-Zor to the Muslimieh Airdrome north of Aleppo. The distance was covered in 6 hrs. and 5 minutes.

When the world flyers landed they were met by General Billotte and a group of French aviation officers. Muslimieh is one of the most important stations of the French Air Service in the levant. The Americans remained over night at Aleppo and the morning of July 10th again saw them on their way toward Constantinople, Turkey. It was originally planned for the flight to stop at Konia, but at the last minute it was decided to eliminate Konia and proceed without stopping to Constantinople, if the weather remained good. So with good fortune favoring them the flight flew direct from Aleppo to Constantinople on the Bosphorous without stop in 7 hours and 40 minutes. With the landing of the flyers at San Stefano airdrome, ten miles west of the city of Constantinople, the route throughout the 4th Division had been completed.

Notwithstanding the fact that they had been in the air practically eight hours during the flight from Aleppo to Constantinople, they worked upon their planes getting them in readiness to leave Constantinople as soon as possible for Bucharest, the first stop in Europe. They were prevailed upon, however, to rest over Friday as the guests of the Turkish aviation officials and the day was spent making small adjustments on the world cruisers and explaining their airplanes with their special equipment to the Turkish airmen.

Early on the morning of the 12th the flyers left Constantinople for Bucharest, flying over the route which was originally established in 1921 by the Franco-Roumanian Air Lines as a part of the route from Paris to Constantinople, which had to be abandoned on account of political conditions in Turkey. The flyers landed at the airdrome of the Franco-Roumanian Air Lines at Baneasa, a few miles north of the City of Bucharest. They covered the 290 miles in 4 hours and 40 minutes. They were welcomed by officials of the Roumanian Government and members of the American Legation. At the commercial airdrome every assistance was given them, and the planes were quickly prepared for the next day's flight. It was while the flyers were yet in Bucharest that the plan to reach Paris on the 14th of July, the French Independence Day, was decided upon, and the 1400 miles between Bucharest and Paris was covered in two days.

At 5:40 in the morning the American flight was circling over the city of Bucharest preparatory to their long flight to Vienna, which they hoped to make in one day. After a trip against head winds for 7 hours and 50 minutes they landed at Matyasfold Airdrome, Budapest, having covered 510 miles. All arrangements had been made for the flight to land at Belgrade. The officials of the Serbian Army and members of the American colony were awaiting them at the Panchevo Airdrome, but the flyers, wishing to take advantage of the good weather which prevailed in spite of the head winds, decided not to land but to proceed through to Budapest, where they landed shortly before noon and after a stay of about three hours, during which the planes were refueled, they proceeded the remaining 140 miles to Vienna, the capital of Austria, landing at the Aspern Airdrome northeast of the city. Although it was an exceedingly hot day, a great crowd of Americans and Austrians were on the field to greet them. They had completed the flight of 650 miles against head winds in 11 hours flying time, and immediately made ready, in spite of their many invitations to remain over, to proceed to Paris on the next day.

On the morning of the 14th they left Vienna at 5:40 and landed at Strassbourg, France, 6 hours and 30 minutes later. At Strassbourg elaborate arrangements had been made for their entertainment, but after lunch for themselves and gas for their planes they took off for Paris, arriving over the city after four hours from Strassbourg. One hundred miles east of Paris the American flight was met by two flights of airplanes of the French Army. These planes escorted the Americans over the city, where they circled over the Ard d'Triomphe out of respect to the military heroes of France, both known and unknown, before proceeding to Le Bourget, the great commercial airdrome of Paris. At Le Bourget they were met by a most enthusiastic throng of spectators, estimated at about 5,000.

On July 16th the flyers circled over Paris, took off from the Le Bourget Airdrome at 11 o'clock and landed at the Croydon Airdrome, south of London, three hours later. Here they again met with an enthusiastic welcome by members of the British Government, officers of the Royal Air Force and Americans in London. It has been said that never before in the history of aviation had there been a more representative gathering of aviation enthusiasts than the one which met the world flight upon its arrival in London. One of the first to greet Lieut. Smith, the Commanding Officer of the Flight, was Mrs. Stuart MacLaren, the wife of the gallant Englishman who is also attempting the flight around the world. She thanked Lieut. Smith for the assistance that the American flyers and the U.S. Navy had been able to give the British flyer.

After remaining for one day in London, the flyers left for Brough, on the Humber, 150 miles north; where the final touches will be given the planes prior to their attempt to fly the Atlantic. The planes landed at the Airdrome of the Blackburn Airplane and Motor Corporation, Brough, which has been made the main depot for the world flight in England. To this place has been shipped supplies consisting of motors, pontoons, wings and many miscellaneous materials. The world cruisers will undergo a complete metamorphosis and when ready for the Atlantic flight will have new motors, new wings and their landing gears will have been changed for the pontoons for water landings. The flight commander's ship, the CHICAGO, will be equipped with radio for sending and receiving. Capt. H.R. McClelland, who is now on leave in England, has been ordered to Brough to make this installation.

The United States Navy have placed the scouting fleet, in command of Admiral Magruder, at the disposal of the Army Air Service, while the flyers are crossing the North Atlantic and the present plan of cooperation provides that there will be at least four naval vessels on every flight over the water, while on the longest flight, from Ivigtut to Indian Harbor, Labrador, a distance of 572 miles, at least seven vessels will be spaced at intervals across the Davis Straits. With the radio in the flight commander's plane, Lieut. Smith will be able to communicate with the vessels of the Navy Department throughout the entire route.

After a complete rest in England the flight will be ready to leave about the 1st of August, and unless an unaccountable delay is experienced should soon reach the American continent.

SERGEANT KELLY SURPASSES LT. McCORMICK'S RECORD

The 91st Observation Squadron of Crissy Field, now temporarily stationed at Rockwell Field, Coronado, Calif., has a flyer whose time in the air for twelve calendar months surpasses the record of 630 hours, 25 minutes held by Lieut. H.T. McCormick of Brooks Field. The Commanding Officer of the 91st, Capt. Thomas J. Hanley, Jr., submits the following in this connection:

"One of our enlisted pilots, Staff Sergeant Fred Kelly, has flown 31 hours and 15 minutes in excess of Lieut. McCormick's time during twelve calendar months or for the Fiscal Year July 1, 1923 to June 30, 1924, computing his actual time piloting aircraft. Computing the man-hours Staff Sergeant Kelly has flown during this period he has spent 76 hours and 20 minutes in government aircraft in excess of Lieut. McCormick.

Summary of the flying time of Staff Sergeant Fred Kelly, 91st Obs. Sqdn., for the Fiscal Year:

July 1st to September 7th, 1923, - 91st Obs. Sqdn.	December 26, 1923,	
to June 30, 1924 - 91st Obs. Sqdn.		
Aircraft hours as pilot	-----	441:05
Man hours as observer	-----	45:05
	Total	486:10
Sept. 13th to Dec. 19th, 1923, D.S. Brooks Field		
Aircraft hours as pilot	-----	220:35
	Total	706:45

In comparing the above figures with the 630:25 credited to Lieut. H.T. McCormick, Staff Sergeant Kelly's record for the past twelve months in the estimation of the undersigned is by far the greater, due to the fact that 486:10 of the grand total credited to him were spent in the air performing the routine flying duty of a pilot assigned to flight with an Observation Squadron whereas Lieut. McCormick is stationed at the Primary Training School where the opportunity to pile up time is ever present. It has to be taken into consideration that the 486:10 credited to Staff Sergeant Kelly during an elapsed period of eight months and 20 days was flown over the Western States comprising the Ninth Corps Area where the terrain covered is desert, mountainous and densely forested, and at times emergency landing fields are few and quite a distance apart. During this period Staff Sergeant Kelly had an approximate average per month of 56 hours or, in other words, better than two hours per day, excluding Sundays and holidays. During Staff Sergeant Kelly's tour of D.S. at Brooks Field, he averaged approximately 67 hours per month.

FORTIETH SCHOOL SQUADRON ANNIVERSARY CELEBRATION

An elaborate celebration was held at Kelly Field, Texas, on June 21st, when the Fortieth School Squadron of the Tenth School Group, celebrated its second an-

niversary. The program opened with the making of several pictures of the Squadron, Major H.M. Hickam, C.O. of the 10th School Group, and Capt. Albert M. Guidara, C.O. of the 40th Squadron, being present. Major Hickam made an address and presented medals to the members of the basketball team, champions of Kelly Field. At noon the squadron met in the mess hall where a chicken dinner with all the trimmings was served. In the afternoon a baseball game between the married and single men of the Squadron was played, the married men winning by a score of ten to seven. Other events of the day included numerous races as follows: Egg and spoon race, which was won by Private Albert Eubanek; Shoe Race, won by 1st Sgt. Thomas Danie; Sack race, won by Private Alredge. The last event, a potato race, was won by Pvt. 1st Cl. Wm. L. Snowden. The celebration closed with a Dutch lunch, which was served in the Squadron Mess Hall at 5:00 p.m.

ANIMAL STORIES FROM KELLY FIELD

The 22nd Photo Section reports that for several months it has tried to catch the person who was throwing mud and other refuse in the hypo bath and that it was not until one morning this week when the night shift came on to begin operations for the night that the mystery was solved. Upon turning on the light in the developing room the men were surprised to see a small white opossum sitting in the middle of the hypo tray, calmly taking a salt sea bath and killing a flea or two. The men immediately gave chase and captured the miscreant, who had made his entrance into the hut through a hole in the floor. Mr. Opossum subsequently made his escape while one of the men was playing with him and it became necessary to board up the hole so that he cannot continue his summer bathing.

Another bed-time story is reported from the 40th School Squadron concerning a stray cat and her kittens. While working on the tail skid of one of the De Haviland planes the crew chief was surprised by the appearance of a large cat. Upon investigation he found three kittens, only a few days old, housed in the fuselage. The ship has been flown several times since the arrival of the kittens and it has been decided that they are entitled to the J.A.P. rating.

MAJOR ARNOLD'S FAST FLIGHT TO SAN FRANCISCO

Flying from Rockwell Field, San Diego, Calif., to San Francisco, Calif., to greet General Wm. Mitchell, Major H.H. Arnold, on July 6th, broke all speed records for the trip between these two points. With Captain W.G. Christie, Royal Air Force, as passenger, Major Arnold took off at 10:50 a.m. and landed at Crissy Field, San Francisco, at 3:15 p.m., completing the trip in 4 hours, 25 minutes.

While in San Francisco Major Arnold conferred with General Mitchell, who had just returned to the United States from a three months' tour of the Philippine Islands, India and China. General Mitchell told Major Arnold that he met the American round-the-world flyers in Japan and personally congratulated them on their successful passage across the Pacific.

Major Arnold left San Francisco shortly before noon the following day and reached Rockwell Field late in the afternoon, after bucking south winds most of the way. The Major's speedy trip to San Francisco gives the big plane he used another mark. It already holds the world's record for endurance and distance marks made with Lieuts. Lowell H. Smith and John P. Richter in the control seats.

AIR SERVICE CONDUCTS LARGE AERIAL PHOTOGRAPHIC MAPPING PROJECT

The photographic personnel of Kelly Field, San Antonio, Texas, are conducting the largest aerial photographic mapping project ever undertaken. The exposures are made by Captain Giffin and Lieut. Lynch, and the developing and printing by the 22nd Photo Section. The entire project is under the supervision of Captain Giffin and is being done for the U.S. Geological Survey and the Water Board of the State of Texas.

The purpose of this project is to secure topographic maps of probable dam sites in the State of Texas. Following the completion of the maps, a study will be made to determine the proper location to construct dams to catch the flood water and store it to prevent the overflow of the lower stretches of streams during flood. The water thus stored will then be used to irrigate the farm land in the vicinity of the dams during the dry season.

The entire mapping project when completed will cover about 10,000 square miles. Each map will embrace a section of terrain $7\frac{1}{2}$ minutes of latitude by $7\frac{1}{2}$ minutes of longitude or approximately 70 square miles. The 10,000 square mile area will consist of 130 of the 70 square mile quadrangles and several strips following the important rivers.

To date thirteen days have been spent in the air and 5665 square miles have been covered, or 67 quadrangles with an average of 436 square miles covered per day. The greatest area covered in any one day was 1591 square miles which required 5 hours and 50 minutes flying time. The longest time spent in the air on any one day was 7 hours and 20 minutes.

The photographs are being made with a tri-lens camera which has a focal length of approximately $6\frac{1}{2}$ inches which, from an altitude of about 12,000 feet above the terrain being mapped, gives a scale of approximately 1/23,000. The photographs are being made with a 60% overlap between exposures and a 50% overlap of consecutive flights. The camera carries one roll of film 400 feet long and 6 inches wide, which gives from 190 to 195 exposures to the roll. A specially equipped photographic plane, the DH4B-P1 with a 96 gal. gas capacity is being used.

Kelly Field is used as the base of operations, the territory to be mapped being from 60 to 350 miles distant. The work has been greatly handicapped by lack of gas capacity of the plane. Had a plane with a capacity of 110 gallons been available, at least 2,000 square miles more would have been covered in the 13 days' flying. In trying to stretch the gas, "dead stick landings" have been necessary.

Captain Giffin and Lt. Lynch are strong in their assertion that the wearing of the reliable seat pack parachute is one of the most comforting things mentally, if not physically, that they have; especially over such country as the Devils River, Pecos River, and the mesquite country of which there is an abundance in Texas.

For an aid in flying the missions, an Intervelometer box, part of the equipment of the K-3 Camera, has been installed, the view-finder camera placed in the floor and a "bank and turn" indicator placed in the pilot's cockpit. When the altitude has been reached the pilot indicates that he is flying at the desired altitude and speed. By means of the view finding camera the observer determines the number of seconds between exposures and sets this time on the Intervelometer. There is a small light over the camera and another on the pilot's instrument board. Five seconds before time to make an exposure these lights come on. The pilot looks at the bank and turn indicator and gets the plane level, and flying straight the observer levels the camera. When the light goes out the observer makes the exposure and the pilot can then kick his plane to get it onto the proper course if he is off a little. The average time between exposures is about 30 seconds.

The prints when completed and checked are sent to the U.S. Geological Survey at Washington, where the map is made by using individual photographs as though it was a traverse, or page of notes taken in the field. These traverses, or notes, are then compiled into a plain map on the field scale used by the U.S.G.S. This map when complete is sent to the field and contours and names are added. The map is then complete, ready for reproduction as soon as the inking of it is completed.

Of the work done to date one project, known as Cotulla, has been photographed, map made, contours put on in the field, and the results are now being inked or, in other words, the map is complete.

Cotulla is approximately 80 miles southwest of Kelly Field. It took two hours and 30 minutes to go from Kelly Field to Cotulla, photograph 250 square miles and return to Kelly Field. It took 40 minutes to do the actual photography at a cost of 50¢ per square mile. Mr. Charles Cook of the U.S. Geological Survey made the following statement of comparisons:

"It took two men with a camera and plane 40 minutes to do what six men on the ground would take 4 months to do, and the results from the air were probably better 25%. It cost 50¢ per square mile to get the photographs from the air, while the cost on the ground would have been nearly \$50 per square mile. The map is now complete, where if it had been necessary to do the work by the regular topographic method, the work would probably not have been completed before September. Due to the great amount of water caused by the rains, the ground men would not have been able to get into the country.

It may be of interest to know that the entire United States could be mapped by aerial photographs in eight years if a flight of eight ships were used.

THE AIR MAIL AT OMAHA, NEBRASKA
By Major Lawrence S. Churchill, A. S.

With 2,000 people at Offutt Field, Fort Crook, Neb., to greet them, two pilots of the Air Mail Service glided in to the field at 11:40 p.m. July 1st carrying the mail that had left New York the same evening at 10:30. Guided by lights at 3-mile intervals, by beacon lights on the emergency fields and by the powerful light at Offutt Field, which was visible at a distance of 115 miles, the pilots had no trouble in keeping on the course. At 12:20 a.m., July 2nd, two other pilots took off for Cheyenne where they arrived at 5:25. Forty minutes after these pilots had left, the sound of a Liberty announced the approach of the ship from Cheyenne, carrying the mail from San Francisco and a bucket of fish for Mr. Egge, Superintendent of the Air Mail. At 2:05 a.m. the mail was sent on its way to Chicago and New York.

Thus was the through Air Mail Service inaugurated at Omaha. Everything ran smoothly as evidence of the efficient preparations made by Mr. Egge and Mr. Colyer, Superintendent of the Omaha Division. But those who witnessed this inspiring spectacle perhaps did not realize the amount of work that had been done during the past ten days; did not know the difficulties that had been placed in the way. On Sunday, June 22nd, Omaha had been visited by a terrific windstorm that wrecked the Air Mail hangar at Ak-Sar-Ben Field. The airplanes were dragged out of the wreckage and those not past repair were assembled, rigged and staked out on the field. Monday night another heavy wind tore these ships loose, completely wrecking two and seriously damaging the others. Thus, the Air Mail lost its hangar, ships and office with one week left in which to repair the ships and make them ready for night flying.

The Air Service hangar at Offutt Field was immediately turned over to the Air Mail by the Corps Area Air Officer, and such facilities as it offered were made available. The damaged ships were taken to Offutt Field and two carloads of parts were shipped to Omaha from Chicago by rail. Then started a period of activity such as has not been witnessed since the war. Twenty-four hours each day the mechanics worked on the ships and by July 1st there were seven ships ready to carry the mail, a real tribute to the energy, efficiency and enthusiasm of the personnel of the Air Mail Service. And then at 3:30 p.m. July 1st, almost without warning came another strong wind that threatened to undo all this work. Mechanics jumped for the ships and managed, with the aid of spectators and visitors, to get them under cover.

The mail service that night stands out as ample tribute to the manner in which the work of the personnel had been performed during the strenuous seven days just passed. Everything went according to schedule. What more could be asked?

AIRPLANE PILOTS - A T T E N T I O N !

Army Airplane pilots who desire to become Airship Pilots are informed that the Chief of Air Service will approve a limited number of applications to enter with the next class at Scott Field, which will commence about September 15, 1924, and end about June 20, 1925.

The usual exemptions in the ground course are permitted where students show satisfactory knowledge of a subject.

Applications should be made at once to the Chief of Air Service through proper channels. In forwarding applications for this training, Commanding Officers will state:

(a) Whether approval or disapproval is recommended; (b) If disapproved, reason therefor; (c) What, if any, duty the officer may be performing for which no suitable replacement is on duty at station; (d) Length of time at present station.

MILEAGE COVERED BY LANGLEY FIELD PILOTS

The following is an estimate of cross-country man miles flown by officers and enlisted men of the 2nd Bombardment Group, Langley Field, Va., during the period January 1 to July 1, 1924:

January, 13,295; February, 10,420; March, 22,415; April, 24,968; May, 32,815; June, 11,947.

ENCOURAGING ADVANCEMENT OF AERONAUTICAL SCIENCE ✓

To commemorate the pioneer aeronautical achievements of the Wright Brothers, the Dayton Section, Society of Automotive Engineers, will award a medal annually for

the most meritorious contribution to aeronautical science reported to them during the year.

The contribution to, or discovery in aeronautical science and art may include advances in aerodynamics, development in construction of airplanes, power plants for same, accessories which increase their efficiency or reliability, such as fuel systems control mechanisms, aerial navigation instruments, etc. Improvements of military application, such as ordnance, aerial photography, etc., are ineligible to compete for this award. The prize will be awarded for contributions designed to stimulate increased non-military use of heavier-than-air craft.

Competition for this prize is open to any individual citizen or group of not more than two individual citizens of any country, excepting that S.A.E. National Officers and Dayton Section S.A.E. Officers, contest committee members, and award committee members are ineligible.

The award will be for intrinsic merit of achievement rather than merit of the paper describing it. Flight tests are desirable and papers including complete reports of them, under proper conditions in the presence of unbiased observers is advantageous to the competitor. Flight tests will not be absolutely insisted upon as these might be financially impossible for individuals, though the proposed improvement would be clearly evident to a competent award committee.

Papers should be plainly labeled with author's name and address and forwarded to the Wright Brothers Medal Committee, Dayton Section S.A.E., care of Engineers' Club of Dayton, Dayton, Ohio.

The Award Committee will be appointed annually by the Section Contest Committee. The 1925 Award Committee consists of Prof. E.P. Warner of the Mass. Institute of Technology and H. M. Crane, President of the Society of Automotive Engineers. In addition an airplane designer and a test pilot, preferably secured from the Air Services of the Army and Navy, will be designated. Uncertainty of assignments in the Air Services makes announcement of names impossible at present.

The paper describing the achievement for which the medal is awarded shall be presented originally before the Dayton Section, S.A.E., either by the prize winner, or if this proves impracticable, by some member of the local section appointed by its officers. The award for 1924 shall be based on papers received up to December 31st, 1924, and shall be announced as soon as all papers and data therein can be checked. The Dayton Section S.A.E. reserves the right to withhold any award if the Award Committee finds no paper submitted of proper standard, also the privilege of in future years restricting the competition to a narrower field of endeavor than is announced for 1924. Any such restrictions, however, shall be announced by January 1st of the year during which they are operative.

LIEUT. MACREADY'S NARROW ESCAPE ✓

Our well-known and popular airman, Lieut. John A. Macready, owes his existence on this mundane sphere of ours to the parachute. Had he not been equipped with this safety device we shudder to think what his fate might have been, as a glance at photographs of the wrecked plane shows nothing but a mass of twisted steel and iron and stray charred bits of woodwork.

The official report on this accident has just been received, and it conveys an interesting story - an incident unique in the annals of aviation - and for this reason we are quoting the report in full, as follows:

"On the night of June 18, 1924, airplane P-334, pilot Lieut. J.A. Macready, was flown on the Night Airways Line from McCook Field, Dayton, Ohio, to Norton Field, Columbus, Ohio, and return. The City of Dayton was approached from the southeast on the return flight at an altitude of approximately 5,000 feet in order that the pilot might observe the lights of the city from above before gliding into the field for a landing.

When over the lights of the city and at a few minutes after ten O'clock, the engine died. The pilot immediately switched to the gravity tank and at the same time turned the nose of the plane toward McCook Field. The by-pass gasoline valve was outside of the cockpit and was in total darkness, causing uncertainty in the pilot's mind as to whether the valve had been turned to the correct position, and a second or two was lost in finding a flashlight in order that the pilot might see that it was correct.

The engine did not start. The nose was pointed toward the revolving beacon at McCook Field, but after gliding for a short time it was seen that the glide would fall considerably short of the field. This glide toward McCook Field had

brought the plane much nearer the center of the city. The strongest thought was to get the plane away from over the buildings and people. The pilot looked over the surroundings below and around, and pointed the nose in the direction of the largest and closest area without lights or sign of life. The plane was glided in this direction, which was in the general direction of the Dayton Wright and South Fields and the Community Country Club.

Some time shortly before this the pilot was surprised to dimly see in the darkness that the propeller was not revolving and it was thought that possibly it had stopped in the short interval while changing from the main tank to the gravity tank. The nose of the plane was pointed downward in a dive with the idea in mind of starting the propeller to revolving in this manner with the possibility of the engine starting when the ignition system had again commenced operating, as it was thought that possibly a defective gasoline pump or a failure of the main tank gasoline supply had caused the stoppage. One hundred and five gallons were in the tanks when the plane left McCook Field.

The dive was discontinued almost immediately as it seemed foolish to lose so much valuable altitude when there was no certainty that the discontinuance of the engine was caused by lack of gasoline from the main tank. The plane was glided in a normal glide of approximately 70 m.p.h. in the general direction of the open country in the vicinity of the Community Golf Course or the General Motors' Co. Field at an altitude of approximately 3800 feet. When it appeared that the buildings below had thinned out considerably the first flare handle was pulled without result and was jerked with all the strength of the pilot, but no flare appeared; then the second flare handle was jerked, and many seconds elapsed during which the pilot looked below and around to see signs of the flare, but no lighted flare was seen.

The pilot peered below and ahead into the darkness but nothing could be distinguished on the ground. The moon was just appearing above the horizon as a dark red ball emitting practically no light. It was generally known because of the direction from the city that the plane was over or approaching the vicinity of the country beyond hills and dales. This country was known to be very rough, hilly and much forested, with no fields in which a plane could land even in daylight.

It was decided that the best policy would be to jump out when an altitude of approximately 1200 feet had been reached and the plane was over a sparsely populated section. The belt was unbuckled and the pilot stood up in the cockpit to see that he was free, then sat down and waited for an interval of time while the plane was gliding away from the city.

Final preparations to leave were begun at about 2,000 feet. The flash light was found and put in the pilot's pocket, then the pilot slowly rose in the cockpit to test out his ability to control the plane while standing, and then lifted one leg over the side of the plane. It was found that the seat pack caused interference in getting the second leg over the side and it was necessary to again return to a sitting position within the plane and on the second trial left the seat pack over the back and side of the plane before the other leg could be lifted out of the cockpit.

While getting out of the cockpit the plane was guided with the right hand on the stick and an attempt was still made to guide the plane after the pilot had climbed out and onto the wing, but while lifting the second leg over the side it was necessary to let the body lean very much forward and with it the nose of the plane dropped down in a dive. While standing on the trailing edge of the wing and holding on to the wires with one hand the pilot attempted to pull the nose up to a stalling position in order that he might leave the plane without too much speed, but the pull was too great and it was decided to leave the wing while the plane was diving at great speed.

Realizing that haste was now necessary the pilot reached to pull the parachute release ring while still standing on the wing, but quickly appreciated that if this were done the parachute would probably become entangled in the tail surfaces and cause disaster. It was decided to count two seconds after letting go of the wing before jerking the ring that would release the parachute.

After casting a glance toward the harness to get the relative position of the ring the hold on the wires was released and the pilot suddenly left the plane in a very confused manner. From the rapid changing of the lights of the city from one place to another, above and below, it appeared that the pilot was turning head over heels and somersaulting through the air.

The two seconds were counted very quickly and the ring pulled. Although but

a short time probably elapsed between the jerking of the ring and the opening of the parachute, the time seemed very long to the pilot. The parachute finally opened with a jerk on the shoulders. The pilot's head must have been pointed toward the ground when this took place, as the jerk was entirely on the shoulders. The swing was great but the pilot was faced in the direction that the plane hit the ground. As soon as the parachute opened there was no sound until the almost immediate crash of the falling plane was heard like a bunch of freight cars crashing together. There was an explosion and burst of flames with the crash and the burning plane could be seen below for a second or two sending up flames of 25 or 30 feet from the blazing gasoline.

All was intense stillness again and the falling man began to yell as loud as possible. He expected to be injured in landing and wished assistance and aid if he was hurt. He did not wish to land in some forest or isolated spot in the country and lie by himself in the dark in an injured condition for a long time.

"Hello below!" and "Hey, below!" he called as loud as possible. In a few seconds an answering voice came up from the darkness underneath - "Where are you?" it asked. "Up here in a parachute", was the answer. Then the roofs of buildings could be dimly and indistinctly seen below, and it was thought that the landing would be made on the roofs of these buildings. Then a forest of trees and a ravine was seen to the side and it appeared that the parachute would be drifted over into this forest and ravine.

The pilot came down amongst the trees, crashing into the limbs and branches, and grabbing and breaking off the branches as he came through, hoping to grab one that would be strong enough to hold his weight. He had expected a very hard impact when his feet hit the ground and was all set to receive this hard jolt, but the jolt never came. He was bumped against the side of an embankment or a cliff without his feet striking the ground, the parachute having caught in the branches of the trees through which he fell. The ravine was over 90 feet deep. The pilot's fall was stopped and he was left hanging against one of its banks.

The landing was made on the estate of Mr. Ainsworth. The Ainsworth's had been having a dinner party that evening and had several guests. Some had already departed, but Mr. and Mrs. Ed Wuichet were sitting on the back lawn in the darkness with the Ainsworth's when they heard the strange voice yelling, but from that direction they could not tell where it came from. They answered but could not see the descending parachute until it was almost on them. They came crashing through the brush and trees to the top of the embankment and called out to find out if the jumper was injured. The answer was that he was not hurt, and they pulled him up from below by means of the parachute cords.

The first act was to telephone McCook Field and tell the Guard what had happened. After this a search was made in the darkness along the nearby roads to try and find the plane and ascertain if anyone had been injured through its fall. People were encountered on the country roads who had heard a plane had fallen, but did not know where. Finally a light was seen in the sky and on driving in this direction the plane was found near a ravine in a rolling wheat field and about 100 feet from the Lebanon pike, a well traveled highway.

The airplane was still blazing. There was a large crowd of people surrounding the plane, and a large number of automobiles parked along the road. These people all thought that some one was burning up in the flaming plane, but they were powerless to render assistance and stood around horror stricken watching what they thought was the cremation. Mr. Wuichet and the pilot pushed through the crowd. Mr. Wuichet called out that the pilot had jumped, was unhurt, and that he was then present. The crowd was much relieved.

The plane was viewed for a few seconds and a return made to McCook Field to render a report to the Commanding Officer."

TYPING A NEWSPAPER STORY DURING AN AIRPLANE FLIGHT ✓

Our Wilbur Wright Field Correspondent states that the first complete newspaper story ever written on an airplane in flight was prepared by Maurice C. Hutton, Aviation Editor of the Dayton Journal, on June 21st last. Mr. Hutton carried a typewriter with him in the plane and wrote a graphic account of his experiences while traveling by air from Dayton to Louisville. His interesting story was printed in full on the first page of the Dayton Journal the following day. The flight was in connection with the Kentucky Homecoming Celebration.

CRASH OF X-CO-7 NOT DUE TO FAILURE OF STEEL TUBE FUSELAGE ✓

The Chief of the Engineering Division, McCook Field, Dayton, O., states that word reached his division that the idea has widely spread throughout the service that the crash of Lt. Barksdale near Fairfield, O., in the CO-7 on May 13th last was due to failure of the new steel tube fuselage. This is not in accordance with the facts in the case for, as shown in the findings of the Board investigating this accident, the failure causing the crash was in the stabilizer.

MOVIES OF THE THIRD ATTACK GROUP ✓

With the shooting of three scenes recently of a 37-mm aerial gun mounted on a GAL plane in action, the Pathe News representative completed the program of aerial moving pictures of the Third Attack Group, Kelly Field, Texas. Practically all phases of attack aviation have been covered and the following are a few of the titles that will be used when the pictures are released: Nine-ship formation taking off - Formation above the clouds - Bombing scenes on range and the targets after fire - Machine gun fire tests at butts, includes twin Browning, twin Lewis and synchronized guns - Placing fifty pound demolition bombs on bomb racks, also shows close up of bombs on table - Machine gun room, general view, loading belts and drums - Machine gun fire on water target - Close up of three types of bombs, bomb proof storage warehouse - Synchronized guns mounted on airplane - Bombing scenes, broadside and from above - Formations above the clouds - Close up of 37 mm mount in GAL airplane - Firing of 37 mm. gun - Firing cannon from the air.

A picture was taken showing the comparative size of several different types of planes being used at Kelly Field. The planes were taxied in front of the camera in the following order: Martin Bomber, DeHaviland, SE5, Sperry Messenger and the Fly. The Fly is a ship designed and constructed by Lieut. D.B. Phillips, assisted by members of the 3rd Attack Group, and is believed to be the smallest practicable plane flown. The review on the ground was followed by several scenes taken in the air showing a GAL, a Huff-Daland and the Fly in close formation.

JUNE A RECORD MONTH FOR PHILLIPS FIELD

The month of June was one of the record months for flying time at Phillips Field, Aberdeen Proving Grounds, Md. A total of 255 aircraft hours and 583 man hours was flown. Of this time 207 hours was flown by officers and 63 hours by enlisted pilots. During the month 23 bombs were dropped, a total weight of 9,000 pounds, three being 200-lb. bombs.

STRENGTH OF THIRD ATTACK GROUP REDUCED

Orders have been received reducing the strength of the Third Attack Group, Kelly Field, Texas, to 357 enlisted men and rendering the 13th and 26th Attack Squadrons inactive, with the 8th and 90th Attack Squadrons as their active associates. The strength of the Attack Group by organizations is as follows: Headquarters, 35 men; 8th Attack Squadron, 90 men; 90th Attack Squadron, 90 men; and 60th Service Squadron, 142 men. Orders are expected reducing the strength of the commissioned personnel to ten officers.

GERMAN SCHOOL TEACHER BREAKS WORLD'S GLIDING RECORD ✓

The second German glider meeting at Rossitten, near Koenigsberg, held recently, was chiefly remarkable for the fact that the world's duration record for gliders was beaten by the German school teacher Schulz, who succeeded in remaining up for 8 hours, 42 minutes, 9 seconds. A correspondent states that Schulz's greatest difficulty was that of keeping warm, as he had ascended without special clothing, and had not even got on a pair of gloves. From this it appears that he did not, when starting, contemplate any attempt on the world's record. As far as can be gathered, the machine used was last year's type, a somewhat crude affair built by Schulz himself and condemned at last year's Rhon meeting as being structurally weak. Nevertheless, the machine appears to have held together and won Schulz the first prize and several other prizes. A new machine had been built for him for this year's competition, but it is believed that the one used in the record flight was the old model. - FLIGHT.

THE FIRST AID GUN ✓
By our McCook Field Correspondent

A new first-aid fire extinguisher with a pistol grip, which because of its efficiency and simplicity of operation promises to supplant all other types for Air Service use, has recently been designed and developed at McCook Field by Mr. G.W. Burke of the Equipment Section. In appearance it resembles nothing so much as an oversize revolver with a swollen barrel. One's first impulse is to pick it up and pull the trigger, and since this is exactly what one is supposed to do in case of emergency, without having to stop and read directions or puzzle one's head over remembering instructions, the advantage of immediate relief, important time saved, and ease of operation is apparent.

The same fire extinguishing fluid used in other fire extinguishers, carbon tetrachloride, is used in this one. This fluid is the safest and most satisfactory for Air Service use, where fires on airplanes are often caused by gasoline, oil or electric short circuits, upon the blaze of which water has little effect.

A one quart size brass cylinder forms the container for this fluid and likewise the barrel of the gun. Brass is the essential metal because of the highly corrosive influence of carbon tetrachloride on other metals. A small cartridge into which carbon dioxide gas under high pressure has been compressed, is inserted. One pull of the trigger causes a firing pin to puncture the cartridge which releases the gas into the main container, with a compelling force of 160 pounds. This forces the fluid through the nozzle, opened simultaneously with the pulling of the trigger. It is just that simple.

The trigger grip is placed well to the center of the cylinder, balancing the load and making it possible to hold and operate the gun with one hand. Since the Underwriter's Laboratory considers a quart size of this extinguisher one-half a unit of fire protection, a full unit can be supplied by one person using an extinguisher in each hand. So great is the compelling force supplied by puncturing the carbon dioxide cartridge that 140 pounds pressure remains in the container after the last drop of carbon tetrachloride has been expelled. The extra cartridges are carried in the lower part of the grip and in case of emergency, if all available carbon tetrachloride has been used, the cylinder may be filled with water, which when charged with the released carbon dioxide has fire extinguishing qualities in itself.

A feature which adds to the efficiency and durability of the Burke extinguisher is the fact that while the usual extinguishers have most of the working parts submerged in the carbon tetrachloride, causing corrosion and often failure of parts, the Burke extinguisher has all the working parts outside the fluid.

A handy bracket for carrying the extinguisher on aircraft has been so designed that the extinguisher can be released by one motion of the person seizing it, but it cannot be forced out by striking or jarring or any motion of the plane. A safety stop prevents the trigger from being set off unintentionally in the bracket. When used as a pressure system for delivering the fluid at a remote point through tubing, a small device holds the trigger open, so that the pilot may have the use of both hands for managing his plane while the extinguisher continues to send the spray. The extinguisher has successfully met all mechanical tests and is at present undergoing riding tests. Four airplanes have already been equipped with it for this purpose.

AIR SERVICE OFFICERS TO PARTICIPATE IN ARRANGEMENTS FOR
INTERNATIONAL AIR RACES ✓

The following officers from the Fairfield Air Intermediate Depot, Wilbur Wright Field, Fairfield, Ohio, have been assigned to duty for the International Air Races: Lieut. Samuel C. Eaton, Jr., Communications Officer; Lieut. H.A. Bartron Officer in Charge of Property Checking; Major George H. Brett, Officer in Charge of Reception, Entertainment and Housing; Major H.J. Knerr, Officer in Charge of Airplane Messenger Service, Ferrying, Exhibition Flying and Incidental Flights; Lt. W.J. Hanlon, Mess Officer; Lieut. Leon E. Sharon, Officer in Charge of Publicity and Press Relations; Major J.H. Rudolph, Engineer Officer and Operations Officer; and Lieut. C.E. Thomas, Supply Officer.

FLOATING BASE FOR AROUND-THE-WORLD FLIGHT ✓

Sometime ago the route for the latter portion of the round-the-world flight

was changed so that instead of flying thru the provinces of Labrador and Quebec and the State of New York, the round-the-world flight will proceed along the coast of Nova Scotia, New Brunswick and the New England States to Long Island where three new Liberty engines will be awaiting them in case it is necessary to install new ones.

The following paragraphs are quoted from a letter just received by the Field Service Section, Fairfield, Ohio, from Lieut. St. Clair Streett, the acting chairman of the World Flight Committee:

"Ivigtut, Greenland, is the last stop in the North Atlantic at which any supplies, either for plane, or motor replacements have been shipped and in view of the fact that there are no supplies allocated to any new stops along the coasts of Labrador, Newfoundland and Nova Scotia, it has been decided to establish a floating base on one of the Navy vessels which is to be used by the expedition for the establishment of the communication needed in this portion of the Atlantic. The Navy have been very generous in the number of ships which they are turning over to the Army to assist in the crossing of the Atlantic. In fact, the entire scouting fleet consisting of 36 ships will modify their maneuvers scheduled for this summer to take part in the assistance to be given the Army flight in these waters.

Lieut. Bissell and the meteorological officer assigned to the flight will take passage on one of these vessels and it is considered advisable to make this ship also the floating base for the expedition. The status of this floating base will be the same as that of the main bases which have been established throughout the route of the flight. This decision will obviate the necessity of shipping material to points from which it would be impossible to return the unused spares, etc., without a great deal of expense to the government and a great loss of time.

In view of the fact that the specially prepared motors unused at Seattle, which had been contemplated using for this portion of the round-the-world flight, have been robbed to the extent that they are not now considered in proper condition to be shipped to any point for the use of the flight, three standard motors from stock at Fairfield can be substituted and shipped with the supplies considered necessary for the floating base. The reinforced cylinder heads designed to take care of expansion when motors are operating in excessive heat conditions in the tropics will not be necessary for this portion of the route.

Representatives of the World Flight Committee and the advance officer, Lieut. Bissell, of the last portion of the Sixth Division, will confer with Admiral Magruder, Commanding Officer of the U.S. Scouting Fleet at Newport, R.I., on July 11th to work out the details of the employment of those vessels of the U.S. Navy which are to be used in cooperation with the Army flight. This Committee will obtain information on the point or points to which the Navy desires the supplies for the floating base shipped and the date shipment will be necessary.

LIEUT. d'OISY'S PARIS TO TOKIO FLIGHT

In completing his flight from Paris to Tokio, Lieut. Pelletier d'Oisy covered a distance of 11,500 miles in 46 days, starting from Paris on April 24th and arriving at Tokio on June 9th. His mishap at Shanghai, China, deprived him of his original machine when but 2,300 miles from Tokio, and he had to fly over this distance, a by no means easy section of his route, on a very much slower and older type of machine.

The British aeronautical Journal FLIGHT in a recent issue gives a log of his flight, with distances between the stages, as follows:

April	24	Paris - Bukarest	1,240 miles	May	11	Bangkok - Saigon	480 miles	
"	25	Bukarest - Aleppo	930 "	"	13	Saigon - Hanoi	750 "	
"	26	Aleppo - Baghdad	460 "	"	18	Hanoi - Canton	500 "	
"	27	Baghdad - Bushire	500 "	"	20	Canton - Shanghai	800 "	
"	28	Bushire - Bandar Abbas	640 "	"	29	Shanghai - Peking	700 "	
"	29	Bandar Abbas - Karachi	700 "	June	2	Peking - Mukden	400 "	
May	3	Karachi - Agra	700 "	"	3	Mukden - Pingyang	230 "	
"	5	Agra - Calcutta	750 "	"	4	Pingyang - Tai-Ku	300 "	
"	9	Calcutta - Rangoon	650 "	"	8	Tai-Ku - Osaka	425 "	
"	10	Rangoon - Bangkok	350 "	"	9	Osaka - Tokorosawa	295 "	
							Total	11,500 "

It will be observed from the above that the French aviator was delayed nine days at Shanghai waiting for another plane. He was also delayed four days at Tai-Ku on account of foggy weather.

Lieut. d'Oisy started out with a Breguet XIX sesquiplane, fitted with a 400 hp

Lorraine-Dietrich engine, a high compression model having 12 cylinders in V formation. The plane evidently had a tremendous fuel-carrying capacity, demonstrated by the non-stop flight from Paris to Bukarest. It developed an average speed of 125 miles an hour when in full flight. It was equipped only for descent on land, and to this, in part, Lieut. d'Oisy attributed his failure to carry it through to Tokio.

Lieut. d'Oisy, though only 32 years of age, has had 14 years' service in the French army, enlisting in a French infantry regiment when 18 years of age. Two years later he was transferred to the Air Service, and after a year's training received, on July 18, 1913, his pilot's certificate. At the beginning of the world war he was a member of the Farman Squadron, No. 19. As early as November 21, 1914, he was awarded the medaille militaire, the official citation describing him as "a pilot of wonderful skill and courage, equal to any test." Later, after he had brought down four enemy planes, he was awarded the Legion of Honor. He was commissioned a Lieutenant in September, 1917.

Lieut. d'Oisy is a veteran also in the matter of long flights. In 1921 he flew from Paris to Bukarest in 19 hours, eight hours above the record which he established on his recent flight to the East. In July, 1922, he piloted a plane from Tunis to Paris and made the return journey Paris-Casablanca and Casablanca-Tunis, covering 1,240 miles in $10\frac{1}{4}$ hours without a stop. In August, 1923, he made a tour of 745 miles in Tunisia in seven hours.

It is reported that his crash at Shanghai was the first he had figured in in eight years of flying. He ran across a new polo ground, hit a bunker on the golf course, surmounted it, and after crossing the 13th green, ran into a muddy creek near the 14th tee. The plane stopped dead, its nose buried in the muddy ground and the fuselage snapped off. Luckily the pilot and his mechanic, Sergeant Vezin, were unhurt. With the same determination which carried him from Paris to Shanghai, Lieut. d'Oisy continued his flight to Japan in a smaller plane borrowed from the Chinese government.

It might be of interest to add here that the American around-the-world flyers eclipsed Lieut. d'Oisy's record by two days, since they left Tokio on June 1st and arrived in Paris on July 14th, a total of 44 days.

SADI LECOINTE GOES ON ANOTHER RAMPAGE ✓

Sadi Lecoinge, the famous French aviator, reminds us of the popular expression—"You can't keep a good man down." He has been a veritable thorn in the side of Army Air Service pilots holding laurels for world's records in airplane performances. Not content with wresting from our own Lieut. I. A. Macready the world's altitude record, he attacked the record held by Lieut. Alexander Pearson for speed over 500 kilometers - 270 k.p.h. How well he succeeded may be deduced from the fact that he covered the distance in one hour, 37 minutes and 49 seconds, or 306 kilometers per hour.

The occasion on which this record was made was the Beaumont Cup Race held at Istres, France. Under the rules of this contest, a minimum speed of 290 k.p.h. must be attained over a course of 300 kilometers, made up of six laps of 50 kilometers each. Of the four entrants, Sadi Lecoinge was the only one to finish - L. Carter, on the Gloucestershire Racer (the only British entrant) having withdrawn; M. Lasne, on a 300 h.p. Nieuport-Delage, also withdrew at the last moment, and Lieut. Ferigoule on a 500 h.p. Salmson-Bechereau, had to retire owing to radiator trouble. Sadi was flying a Nieuport-Delage monoplane (450 h.p. Hispano-Suiza), and "lapped" as follows: 1st, 322 k.p.h.; 2nd, 317 k.p.h.; 4th, 313.85 k.p.h.; 6th, 311.239 k.p.h. His time for the 300 kms. was 57 minutes, 50 seconds, or 311 k.p.h. He did not land at the end of the 300 kms., but continued on another four laps, making a total of 500 kilometers.

In addition to winning the 75,000 francs prize and the Beaumont Cup, Sadi also won the supplementary prize offered by M. Laurent-Eynac, Commissioner of Aeronautics, France. ✓

PROGRESS OF THE AEROMARINE AIRWAYS, INC.

In its fourth year of continuous operations, the Aeromarine Airways, Inc., carried over 30,000 passengers and covered more than one million passenger miles with only one serious accident. This company is probably the only aerial transportation concern in the world operating a large fleet of planes which has not enjoyed

a government subsidy.

The operations on the Detroit-Cleveland Line, from the standpoint of regularity of service and operation on schedule has probably never been equalled anywhere. The boats on this service for two years have arrived and departed almost on the minute. In 1922 the Company completed every trip undertaken between these two cities - a 100% performance. In 1923 all trips except one were completed, this one being delayed on account of fog, the passengers being transferred to a train.

The operations of the Aeromarine covered the Great Lakes, the Atlantic Coast, the Mississippi River, the Hudson and the St. Lawrence, as well as the Gulf of Mexico. These operations have been such that almost every possible condition, favorable and otherwise, was encountered. The fact that the Company continues to operate year after year under these various conditions is convincing proof that properly regulated air travel has been made safe.

Leading business men, city officials, presidents of Chambers of Commerce, Rotary Clubs, etc., in all of the leading cities and towns from Key West, Fla., up the coast to New York, up the Hudson and the St. Lawrence to Montreal and the Great Lakes, around the Great Lakes and down the Mississippi to New Orleans and Pensacola have been carried as passengers. Their experience and the enthusiasm of thousands of passengers carried proves that well regulated flying is safe and delightful; that the public want it and are willing to pay for it; that it reduces the time of travel between metropolitan centers to about one-quarter of the fastest train schedule; opens up for residential purposes vast mountain and seashore districts now inaccessible to business men, and that it will soon be recognized as a most necessary means of transportation in the speeding up of modern business.

The successful operation of the Aeromarine Airways should be a stimulus for others to develop air lines and thus provide trained pilots and mechanics who will be available for national defense in case of an emergency.

PILOTS DESIGNATED FOR INTERNATIONAL AIR RACES ✓

The Chief of Air Service has designated Captain Burt E. Skeel and Lieuts. Alexander Pearson, Jr. and Wendell H. Brockley as the pilots to fly ultra speed planes in the Pulitzer Race which will take place on October 4th next at Dayton, Ohio. Lieut. Pearson will fly a Navy Curtiss Racer and the other two officers will pilot Army Curtiss Racers. Lieut. H.H. Mills has been selected as an alternate in this classic.

For the Liberty Engine Builders Trophy on October 2nd, when DeHavilland and Corps Observation types of planes will be flown by Army pilots, ten principals and two alternates have been designated, viz: Major C.L. Tinker, Lieuts. R.J. Brown, Jr. L.V. Beau, Jr., C.W. Steinmetz, E.B. Bobzien, J.B. Haddon, R.D. Knapp, C.A. Cover, A.E. Simonin, D.G. Duke, Rex K. Stoner and L.A. Walthall. The last two named pilots are alternates.

For the Dayton Chamber of Commerce Trophy on October 3rd, which event is limited to large capacity airplanes capable of carrying useful loads of 2,000 pounds or over, and in which the Army is entering six Martin Bombers and one Curtiss NBS4, the pilots selected are: Lieuts. H.D. Smith, G.C. Kenney, J.D. Barker, L.P. Hudson (Reserve Corps) C.F. Woolsey, Hez McClellan and D.M. Myers. Lieut. D.J. Canfield will act as alternate for this event.

No selection has as yet been made of pilots to contend for the John L. Mitchell Trophy, limited to pursuit type planes from the First Pursuit Group stationed at Selfridge Field, Mt. Clemens, Mich. Nomination of pilots for this event, which takes place on the same day as the Pulitzer Race, will be made by the Commanding Officer of Selfridge Field.

According to reports received, Dayton is extending herself to make the International Air Races this year the most successful of any thus far held in this country.

NOTES FROM AIR SERVICE FIELDS

Kelly Field, San Antonio, Texas, June 14.

EIGHTH ATTACK SQUADRON: Lieut. R.L. Williamson departed June 9th with Corporal Lutes as passenger in a DH plane for Logansport, Ind., returning to Kelly Field on June 17th. He left Kelly Field at 5:30 a.m. and arrived at Chanute Field, Ill., at 3:30 p.m., which is considered good time, since he stopped four times en route to service his plane.

TWENTY-SIXTH ATTACK SQUADRON: Lieut. Fredk. V.H. Kimble, A.S., Engineering Officer of this squadron, with Pvt. E. Kelleher as mechanic, were scheduled to fly cross-country to Ft. Benning, Ga, on June 14th. Telegraphic approval from the Chief of Air Service was received on June 6th, and if weather permits they will take off at the designated time. The route to be followed will include Galveston, Texas; Mobile, Ala, and Montgomery, Ala. The route on the return trip will include Montgomery, Vicksburg, Miss.; Dallas, Texas, thence to Kelly Field.

SIXTIETH SERVICE SQUADRON: Lieut.-Col. Culver, Eighth Corps Area Air Officer, using a DH4B1, made a cross-country administrative flight to Fort Clark, Texas, accompanied by Pvt. Robert Wallace of this organization as mechanic. They took off at 9:40 a.m. and returned at 3:05 p.m. the same day.

Major W.B. Duty, 10th School Group, Airway Control Officer, returned from a cross-country to Iowa, reporting a few forced landings but no serious trouble.

The 40th Squadron is equipping a Martin Bomber with a reel 5,000 feet of cable and a tow target. When completed, this equipment will go to Ft. Sill, Okla., for the use of the National Guard in Field Artillery anti-aircraft practice. Applicants for detail as pilot and crew for this work are scarce.

Pvt. 1st Class Womack, Cameraman of the 22d Photo Section, took movies from the air of the 3rd Attack Group formation and problem flying during the week.

An Aerial Wing Review was held on June 7th. The 10th School Group turned out about forty planes.

Lieut. Rice with Capt. Wagner, Medical Dept., as passenger, made a cross-country flight to Eagle Pass on June 10th. Motor trouble delayed their return until the 12th.

AMUSEMENT AND RECREATION: Ten enlisted men of the 41st School Squadron spent last week end at their squadron Summer Rest Camp at Rio Medina, Texas. A few days of camping and fishing during the hot summer months make a delightful and beneficial change from the routine duties of post life.

ACCIDENTS: No serious accidents occurred during the week, although there were a few forced landings during routine training.

Second Lieut. J.H. Hicks, while taking off from a strange field, had his plane struck by a tree. The ship was a total washout, but Lieut. Hicks escaped with minor bruises about the face. Witnesses state the tree acted in self defense.

Lieut. Orval Cook, on cross-country to Washington, sent the following telegram from Valparaiso, Ind.: "Dodged cow, hit fence in landing. No one hurt." This is all the information we have to date on Lieut. Cook's first crack-up. We hope he will be able to get another ship and continue his trip to completion.

PERSONALS: Lieut. M.K. Voedisch, A.S., was attached to the 41st Squadron for duty.

On June 10th Lieut. Max F. Schneider, A.S., and Mrs. Marjorie Cameron Davis of San Antonio were quietly married at the home of the bride. Chaplain Crosby of Kelly Field officiated. Lieut. Schneider is on leave of absence until about July 10th, when he and the bride will leave for station in the Canal Zone.

On June 12th Lieut. Hugo P. Rush and Miss Anna K. Ball of San Antonio were married at St. Mark's Episcopal Church at San Antonio. A very pretty military wedding ceremony was witnessed by the many friends of the bride and groom. Lieut. and Mrs. Rush left for a brief honeymoon in the States prior to departure for the Philippines on the July transport.

Kelly Field, San Antonio, Texas, June 21.

TENTH SCHOOL GROUP

FLYING: The weekly Model Airways trip was made this time by Lieut. Woolsey of Brooks Field, who used a Martin Bomber furnished by the 40th School Squadron. Slight motor trouble developed several miles north of Dallas on the outward trip, but the ingenuity and skill of the pilot in "shooting" the motor trouble and repairing

the propeller enabled him to continue his journey to completion. Stops were made at Dallas, Muskogee and Scott Field. He carried approximately 1,600 pounds, including one passenger, Lt. Davidson, two mechanics, a Liberty motor and other incidental parts, freight and mail.

It is reported that the new experimental TW 5's are waging a hard fight with the Sperry Messengers and SE5's for first place for recreational flying.

Night flying was conducted throughout the week and a considerable number of students were given this phase of their training.

The smoke screen DeH of the 68th Service Squadron was taken by Capt. McDaniel and Sgt. Cleverley on a cross-country flight to Louisville, Ky., to give a demonstration for the Air Carnival there.

ACCIDENTS: Lieut. H.W. Long, in landing at Brownsville, rolled a little too far, hit a telegraph pole, a store and a few other obstacles. Although the plane was damaged to such an extent that it had to be sent back to Kelly Field by rail, the pilot was uninjured and was brought back in another plane.

THIRD ATTACK GROUP

With the transfer of Major L.H. Brereton to Langley Field, Va., July 1st, the Group is losing a very popular Group Commander. Since joining the Group Feb. 5, 1923, Major Brereton has gained the admiration as well as respect of all members of his command. It is with regret that we see him leave. Major Brereton will take advantage of leave for two months and 20 days before reporting to his new station. Major H.S. Burwell, who has been in charge of the First Wing Operations, will assume command of the Group on June 25th.

TWENTY-SIXTH ATTACK SQUADRON: This squadron transferred to the 42nd School Squadron DH4B plane 23-664, equipped for night flying, and to be used for that purpose. During the past week another plane was shipped to San Antonio Air Intermediate Depot for general overhaul and repair. The 26th has a total of 5 planes on hand.

SIXTIETH SERVICE SQUADRON: Lieut. Lotha A. Smith with Lieut. Mervin E. Gross as passenger took off in Airways Plane No. 3 on the regular route to Scott Field at 8:00 a.m. June 16th. Lieut. Gross, who was transferred to the Philippines, was granted 45 days leave of absence and is scheduled to sail for Manila August 1st. Lt. James A. Woodruff is in temporary command of the squadron in absence of Lt. Smith.

Col. Culver, 8th Corps Area Air Officer, accompanied by Pvt. Wallace of this squadron as mechanic, left at 2:30 p.m. June 17th on cross-country to Brownsville.

Sgt. Frederick, pilot, and Sgt. Gleason, mechanic, of Post Field, Okla., who were visiting this field, left 11:00 a.m. June 17th in DH4B for their home station.

EIGHTH ATTACK SQUADRON: Lt. Williamson returned from Logansport, Ind. June 15th, after a successful trip, with exception of short delay caused by landing in a soft field at Twelve Mile, Indiana.

A device has been constructed in the Engineering Dept. which will make it easier to wind and weave wire splices. It is mounted on a steel plate which can be clamped in any vise. Upon this plate two jaws, which hold the wire around the thimble securely, slide in grooves and can be operated through two small levers by a 16-inch lever. With the aid of this device a saving of time is effected and the quality of the work is improved.

Kelly Field, San Antonio, Texas, June 28th.

TENTH SCHOOL GROUP

FLYING: Lt. D.J. Canfield, Engineering Officer of the 40th Squadron, made a cross-country flight to Dallas and return on June 20th.

The first section of the present student class commenced pursuit training this week. Six officers and seven cadets put in 63 hours in single seater planes.

Lt. J.S. Griffith and mechanic are on cross-country to Seattle and return.

On June 27th over 75 cross-country flights were made. There were 51 ships out on cross-country flights at one time. Eighteen of these 51 trips were to Kansas City for the purpose of transferring a detachment of one officer and 20 enlisted men to the General Service School at Fort Leavenworth. All of these planes got through on schedule time. Only one of them was delayed by motor trouble.

AMUSEMENT AND RECREATION: Ten enlisted men of the 41st School Squadron spent the past week end at the Squadron's Summer Rest Camp at Rio Medina, Texas. About six inches of rain fell during their vacation.

PERSONALS: Lt. Orval R. Cook returned by airways from his cross-country flight to Indiana.

Lt. Auby C. Strickland, Engr. Officer of the 43d School Sqdn., is making preparations to go on leave. Miss Mary McCamant, post sunshine dispenser, is not coming back to the Quartermaster from leave but, fortunately, the Post is not going to lose her. Although no time has been announced for the wedding, we venture to offer the happy pair our heartiest good wishes.

Lt. J.A. Woodruff has been transferred from the 3rd Attack Group to the School Group and assigned to duty with the 43rd School Squadron.

All of Kelly Field was thrilled at Lt. Maughan's dawn to dusk flight from New York to San Francisco during the week. The news of this event has been broadly distributed through the press, of course, but there still remains the joyful task of welcoming our hero home.

Brooks Field, San Antonio, Texas, June 23.

Won't it be fun when we all have our own ships? Lieut. Clinton F. Woolsey has just left in his private "Jenny" for a ten day visit to his home in Indiana.

There was a pretty disappointed looking bunch around here Thursday when Maj. Royce called off the post swimming party and picnic to New Braunfels. But it rained "cats and dogs" on Friday, which set everybody to wondering whether the Major has a pull with the weather man or just made a lucky guess.

Lieut. Bob Moore has checked out and will be stationed in Boston with the 13th Infantry.

Lts. James R. Manees and Joseph P. Cotte are also leaving, but will report to Ft. Sam Houston for duty with the 2d Div. Lt. Manees expects to do "Tank" duty.

Somebody said something about a party. They wouldn't say much more, but the rumor is circulating that the present class of student officers are planning a humdinger for their instructors. We'll wait and see.

To balance up our victory over the 15th Field Art., we lost a game to Kelly Field last week 4 to 3. The man who should have brought in the tie tried to get home from second on a bunt. The spirit was willing but the flesh just wasn't fast enough.

Lt. Paul H. Prentiss and Sgt. Harry W. Condo are due for some fun. They are taking one of our new "aerial roadsters", otherwise and more technically known as a TW-3, off to an Air Carnival at Nashville, Tenn. The TW is being specially rigged with a gas tank that will permit a cruising radius of 5½ hours.

Lt. James H. Douglas of the Tennessee N.G. contingent (No. N.G. stands for National Guard, and not No Good, as you thot, Horace) figured in an interesting little incident Friday when his carburetor caught fire at about 2000 feet. He cut his switches and his gas and released his air pressure, landing with a dead stick, all of which discouraged the fire so much that it went out by itself.

Every now and then someone does something really good. Lt. "Pinky" Griffiss, one of the Post's most dashing and daring young aviators, is the latest entrant to the Brooks Field Hall of Fame. He went out the other day with the special mission of marking a new landing field. And boy, how he did it! - he both landed and marked it to a fare ye well by distributing his DH all over the field in a thin, even layer. He is receiving the congratulations of his numerous friends.

Baseball - that's what we play nothing else but. Kelly Field got fresh with us and took a 3 - 2 game from us a week ago, but this time, just to show that flukes don't count, we wallopt them 9 to 4.

The Third Inf. Brigade thot they had a team, too, and came over to try their fortunes. They had lots of luck - most of it bad, and when the smoke of battle cleared the score was 17 - 2 in our favor. One of the big features of our last games has been the snappy ball playing of Major Royce. The "Kay O" holds down the outer left garden and it is very seldom he fails to hit out of a trip to the bat.

We heard a good one out on the line the other day. A bunch of the students were standing around a starting block when one glanced up and said "O migosh! who's doing those acrobatics?" Everybody looked and then Major Jouett drawled out "Acrobatics, my eye! That's Bell flying 'straight and level'.

(P.S. You have to have had instruction here to fully appreciate that).

It's a wonderful thing to be blessed with an inquisitive and experimental turn of mind. But it's "not so good" to experiment at somebody else's expense. For example, we don't hand the bird who filled up the gas truck with water instead of gasoline a darned thing. Of course, it might be claimed that it would have been handy if the pilot had wanted a drink or to wash his face, but the importance of a man's thirst isn't in it with the thirst of his "Jennie" at a couple of hundred feet over the mesquite.

Among the notable visitors last week were Capt. W.D. Wheeler and Lt. Joe Dawson, who blew in from the Photographic School, Chanute Field, on a scouting trip to discover young and ambitious photographers from the graduating class at Kelly. Lieut. Dawson can hardly be considered as a stranger, for until recently he was an instructor here at the Vought stage.

Rockwell Field, Coronado, Calif., July 8.

A landing field has been established at Santa Cruz by the Chamber of Commerce at the suggestion of Mr. Bob Hausler.

For the fiscal year ending June 30, 1924, the Receiving Department wrote up 1427 receiving reports against 1000 for the year ending June 30, 1923, showing a gain in the receiving activities of 42 percent. The shipping department shipped a total of 3738 packages during the year ending June 30, 1924, against 1770 packages during the preceding year, showing a gain of 110 percent in that activity. The above only goes to show that we are still doing business at the same old stand, regardless of the fact that the personnel of the depot has been cut to the minimum.

Major H.H. Arnold made a flying trip to Crissy Field Sunday for the purpose of meeting Brigadier General Wm. Mitchell, who arrived at San Francisco from the Orient enroute to Washington, D.C. Major Arnold was accompanied on his trip north by Captain Christie, British Attache' of Washington, D.C.

One of the smart parties among the Army set was given Friday, July 4th, by the officers and their wives of Rockwell Field to visiting officers and their wives of the 91st Aero Squadron, Crissy Field, San Francisco. The visiting guests will remain here for several months and many affairs are being planned for their entertainment. The affair was in the nature of a supper-dance given at the Officers' Club at Rockwell Field. Music and mah jong were also featured. Those who acted as hosts and hostesses were Major H.H. Arnold, Capt. and Mrs. R.G. Ervin, Capt. and Mrs. L.M. Field, Lieut. and Mrs. Virgil Hine and Lt. and Mrs. F.W. Seifert. Among the invited guests were Com. and Mrs. Spencer Dickenson, Capt. and Mrs. Peabody, Capt. and Mrs. Hanley and their house guests, Capt. and Mrs. Signer; Capt. and Mrs. Beeson, Lieut. and Mrs. Harris, Lieut. and Mrs. Marriner, Lieut. and Mrs. Walter Miller, Lieut. and Mrs. John Benton, Lieut. and Mrs. C.C. Moseley of Clover Field, Mr. and Mrs. Walter Poor, Mrs. Sari Williams, Miss Marie Right of Pasadena and Todd Bates.

The athletic program completed between the 91st Squadron and Rockwell Field for the week ending June 28th showed Rockwell Field out in front by another two points, the 91st losing in the handball competition in both the singles and the doubles on Wednesday afternoon and losing the pistol shoot over the regulation course by 150 points to the Rockwell Field shooters on Thursday morning. The 91st was probably not up to their standard in the shooting events because of the fact that the Range Officer, Lieut. F.W. Seifert, had them out there at daybreak at the little old ten spot about the time the sun usually takes a peek over the Cuyamaca mountains.

A handball tourney was held recently between the R.A.I.D. and the 91st teams, with the following results:

ROCKWELL	<u>Doubles - two out of three</u>	91st
Ervin 21		Taylor 9
Seifert 22		Bayley 4
Hine 21		Benton 5
Ervin 21		Marriner 15
	<u>Singles - two out of three</u>	
Seifert 21		Taylor 9
Seifert 21		Taylor 1
Hine 21		Beeson 9
" 16		" 21
" 21		" 15

Rockwell Field, Coronado, Calif., July 15.

Rockwell Field does not confine itself strictly to Air Service activities but contributes its share to the various National Guard units in this vicinity. At present there are 15 men of the various departments of this Depot away attending the National Guard Camp at Fort MacArthur, San Pedro Harbor. These men are members of the Coast Artillery Corps, National Guard of California.

For a long time there has been something missing at Rockwell Field and nobody seemed to know just what it was until the 91st Squadron with the R.O.T.C. activity moved in for the summer training, and with them came Chaplain Albert K. Mathews of Fort MacArthur, with the rank of a Captain and a good word for everybody, and we at once began to see the light. Now Rockwell Field has among its personnel some of the best pilots in the Air Service but we were always one pilot (a sky pilot) short until Captain Mathews arrived, and if he can convert any of the old gang on this field he will have to go some but, nevertheless, he is a good fellow and we will miss him upon his return to his home station.

Lieut. John P. Richter, who for the past six weeks was confined to his quarters with pleurisy and pneumonia, is able to be out, and his complete recovery is only a matter now of time.

Lieut. S.A. Blair, A.S., who has been on temporary duty at this Depot for the past month in connection with the Field Service Section, completed his tour of inspection here and expects to leave for San Francisco early this week. Lt. Blair has made a detailed inspection of the workings at this depot and has recommended a few minor changes to comply more strictly with War Department orders, showing department heads the simplicity of existing regulations as far as the Air Service is concerned. Altogether, Lt. Blair's visit here was of great value to the Depot and his pleasant way of explaining the various subjects which came up from time to time made him very popular among those who came in contact with him. While we regret his departure to the Philippine Islands, it is hoped that his trip will be pleasant for both himself and family.

San Antonio Air Intermediate Depot, Kelly Field, Texas, July 9.

On June 10th Mrs. Lackland entertained at dinner Major Walter G. Kilner of Washington; Major and Mrs. Ralph Royce of Brooks Field; Major and Mrs. C.J. Browne of Kelly Field; Mrs. Marguerite Mayer, and Captain Charles B. Oldfield who arrived by air from Muskogee, Okla.

Major Lackland, our C.O., reports a decided improvement in his golf game recently. His system for cutting strokes off the old game is to use fewer clubs. He has discarded everything except a brassie driver, mashie and putter. He claims it is better to be intimate with a few clubs than to have just a speaking acquaintance with a bag full.

On the afternoon of July 4th Lieut. Edward M. Powers won a handsome silver platter in the San Antonio Country Club putting contest. Lieut. Powers averaged two putts per hole for the eighteen and won by one point. The queer part of the whole performance was the fact that shortly before the putting match, while playing the course, Lieut. Powers was complaining about his inability to sink short putts. During the putting match he sunk several fifteen and twenty foot putts.

Lieut. Charles E. Branshaw was relieved as Engineer Officer, this Depot, and reported to Brooks Field for duty on June 30th. Lt. Branshaw came to this Depot in August, 1921, from Gerstner Field, Lake Charles, La., where he had been Commanding Officer. He has been on duty at this Depot as Property Officer, Receiving Officer and an Assistant Engineer Officer since that time, and as Engineer Officer since August 25, 1923. The personnel of this Depot deeply regrets his loss from this organization and the best wishes of the entire personnel go with him to his new duties at Brooks Field.

Lieut. Richard T. Aldworth was transferred from Kelly Field to this Depot June 30th and has assumed his new duties here as Assistant Engineer Officer.

Lieut. Kenneth C. McGregor was transferred from his duties as Assistant Depot Supply Officer to Kelly Field on June 30th.

Lieut. Ivan G. Moorman returned to duty at this Depot after having spent five months inspecting the airplanes in the 8th Corps Area. His inspection included not only the fields about San Antonio but all of the border stations - Brownsville, Laredo, Fort Clark, Dryden, Marfa and El Paso, Texas; Douglas and Nogales, Arizona. There were 700 airplanes inspected at the stations named and Lieut. Moorman reports that they were in excellent condition, with the exception of certain war time planes which had been secured from foreign governments at the close of the war. These have been recommended for survey.

The Engineering Department is completing an electric illuminated automatic landing "T" (the stem is 2' 10" x 2' 10" x 28' 6", the cross is 2' 10" x 2' 10" x 21') along the same lines and similar to the illuminated landing "T" now in use at Mitchel Field, to be erected on top of the Wing Operations Hut at Kelly Field. This

will doubtless fill a long felt need in connection with night flying now carried on very extensively by the School Group at Kelly Field and greatly add to the comfort of pilots arriving on the field after dark.

Phillips Field, Aberdeen Proving Grounds, Md., July 8.

The General Inspector was on the post for a few days last month inspecting the troops, barracks and flying field.

Lieut. Bleakley, who flew to Mitchel Field in an NBS-1 on June 15th, remained for two weeks and carried many members of the first class of cadets from the Military Academy, who were there at that time.

Lieut. Myers flew cross-country to Langley Field June 15th, returning June 16th.

On June 16th Sgt. Hudson flew to Cambridge, Mass., via Mitchel Field and Boston Air Port in the cloud dispersing experimental DH, for the purpose of having new equipment installed.

During the latter part of June three 2,000-lb. bombs were dropped successfully from an NBS-1 at an altitude of 8,000 feet. Lt. George carried the first, Lt. Myers the second and Sgt. Davis the third.

Cpts. Stribling and Henry, Ord. Dept., were here June 17th for the purpose of testing a new flare known as the Airway Parachute Flare. A new type of wing tip flare was also tested.

Lieut. Hebert made a cross-country to Middletown, Pa., June 21st, returning the afternoon of the 22nd.

June 24th and 26th were two days of hard flying, there being 20 R.O.T.C's out for rides on the 24th and 67 on the 26th.

Lieut. Barker made a bombing trip to 8,000 feet on June 25th, carrying five 300-lb. bombs. Late in the afternoon a bad wind and rain storm damaged the Owl but not seriously. Repairs had to be rushed as it was to be flown to Mitchel Field where it will be stationed indefinitely.

On June 28th Major Lehman, Lieuts. Bond, Barker, George, Hebert and Private Markle, piloting DH's, and Sgt. Davis, piloting an NBS-1, flew to Miller Field, N.Y. to participate in the First Annual Air Exhibition at that station. Lieuts. Bond, Barker, George, Hebert and Sgt. Davis in five DH's won the cup offered for first place in the formation contest. Lieut. Hebert won the cup offered for first place in the bombing contest. Private Chas. E. Surdam made a parachute jump. The flight remained overnight, returning the next day.

Hqrs. 2nd Div. Air Service, Fort Bliss, Texas, July 5.

Sgt. Tyler leads the flying time of the 2nd Division Air Service for June with 46 hrs. 55 min. Lt. Clark is second with 24 hrs. and 10 minutes.

Lieuts. Weddington, Douglas, Clark, Sgts. Tyler, Rhodes, Corporal Newland and a reserve officer made a cross-country flight to Tucson, Ariz. July 3rd, for the purpose of participating in Fourth of July celebration at that place.

There are 42 men at Fort Sam Houston, Texas, assigned to the 12th Observation Squadron. These men will remain on detached service at Fort Sam Houston for duty with the Second Division at that station.

Private Willard Ditto was transferred from the Air Service Technical School, Chanute Field, Ill., to the First Photo Section at Fort Bliss and reported to the Commanding Officer of that organization for duty June 30th.

Hqrs. 2nd Div. Air Service, Fort Bliss, Texas, July 12.

The Second Division Air Service now have two new Vought planes which were flown to this station July 5th.

Lieut. Gale and Sgt. Jensen made a cross-country flight to Douglas, Ariz. and return July 7th.

Lieut. Clark with Private Donnelly as observer, flew to Denver, Colo., July 6th, for the purpose of cross-country flight training, returning July 8th.

Lieut. Weddington and Private Markel made a photographic flight of area prescribed by G-2, First Cavalry Division, July 7th.

Lieut. Douglas and Col. Gaujot made a cross-country flight to Douglas, Nogales and Tucson, Ariz., and return July 8th for the purpose of inspecting the landing fields at those stations.

Major Heffernan, Captain Bender, Lieuts. O'Connell, Gale, Weddington, Clark

and Douglas made a machine gun flight July 9th, firing with flexible guns on range just east of Camp Biernie.

Lieut. Weddington and Sgt. Rhodes made a photographic flight July 9th to test installation of oblique camera.

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

The rainy season is now beginning. This will naturally slow up flying due to rough seas. During the typhoon season the China Sea is usually too rough to launch seaplanes safely, except during good weather. By keeping one seaplane in balloon hangar on the north side of the Island more flying will be possible, due to the fact that the water on the north side of the Island is usually quiet during this period, the prevailing winds being from the south.

The Squadron will lose over 30 men with the sailing of the THOMAS next week. A large number of our oldest and best trained men are among them. This will greatly handicap operations. The recent arrivals, however, are being trained as fast as possible to assume positions left vacant. Very few casualties arrived on the transport and in view of this fact all Air Service units will be short handed. It is not known whether or not any other organization will lose as many men as this field does.

The Field loses one officer, Lt. Barrett, and gains three. The new arrivals are Lts. Beaton, Niergarth and Umstead. We welcome these officers, especially so since we are getting short handed. But this is also true with all Air Service organizations in the Philippines.

With the departure of Master Sgt. Costenborder for the States the Squadron will lose one of its best NCO's. Sgt. Costenborder is due to retire within a year. He will be stationed at Crissy Field, Calif. Without any doubt, whatever, he is one of the best qualified men of his grade in the Air Service, and the Field suffers a distinct loss. Prior to entering the Air Service he was a member of the Signal Corps and an expert in the electrical line. He saw service in Alaska and the Islands in the early days. Everyone wishes him the best of luck. Master Sergeant Weise will arrive on the THOMAS to replace Master Sergeant Costenborder. He comes from Kelly Field and we can only hope that he is as good a soldier as his predecessor.

The Squadron also loses several other very valuable NCO's, among them being Staff Sergeants Glodny and Brown and Sergeants Gaither and Dooling - all well qualified and exceptionally good noncommissioned officers.

Indoor training schedules will quite naturally have to be the rule from now on, due to rain and wind. However, it is hoped that the old weather man will be kind enough to allow us to fly once in a while. It will, indeed, seem odd to fly only a few hours monthly when during the past few months pilots have been piling up as much as 35 hours per month.

All officers and men were taken to the top side of the Island for Memorial Day Exercises. The entire garrison was formed on the upper parade and listened to speeches by General Craig and Father Burns of Manila. Aside from the rain, the services were well enjoyed.

Staff Sergeant Smith is in Sternberg General Hospital, Manila, suffering from a mental relapse. Everyone joins in hoping it is nothing serious and that he will soon be back for duty.

All seaplane equipment is in good shape. Five HS2L's are in flying condition and two more are in course of construction. Due to the fact that this uses up all hulls, no more seaplanes can be assembled.

The old bachelor officers' building has been converted into noncommissioned Officers' quarters. Kitchens were constructed on rear porches and the quarters are very desirable, indeed. It also means that seven married NCO's can live on the field, which is more desirable.

During the past month the field has been honored by several visits from the Department Air Officer. We are always glad to see him, and it also means that some pilots may pile up a little cross-country time.

Hqrs. Philippine Dept., Manila, P.I., June 2.

On the dock Saturday afternoon were hundreds of Army people from Manila and surrounding camps to greet old friends and have a look-see at new ones. The usual Manila band music as the THOMAS pulled alongside and shouting from the newest Thomasites to Manilans lined up along Pier #1 made the process of docking unusual

ly thrilling. On board the THOMAS were 13 Air Service officers. Five of them will be assigned to Camp Nichols, the remainder to Clark and Kindley Fields. Fourteen Noncommissioned officers with 22 unassigned casuals for the Air Service arrived.

Headquarters wears an unusual smile this morning - it's pay day, and all the old-timers are saying "We've been here longer than some people anyway". Those of us who have gotten up sufficient nerve are discreetly approaching the Sergeant-Major with a furlough application. These are always in evidence when a transport arrives and brings a lot of "new ones". We begin to feel that we need a rest. However, the Sergeant-Major has given us all the same answer - "Not a Chinaman's chance; get back to work."

In order to give the newcomers an idea of what a rainy season in the tropics really is, the first typhoon signal of the year was raised Friday afternoon and rain has been falling at intervals since.

The 66th Service Squadron has their first Sunday dinner in their new mess on Sunday last. There were no casualties reported, but we understand a great deal of over-eating was done. They are well satisfied with results and are all hoping the good eats will continue. The squadron worked very hard to complete this mess by the first of June.

Operations this week consisted of the following flights: On the 26th, Lieut. St. John flew the sixth of the Martin Bombers to be assembled here, in a test flight. On the 27th, Major Reinburg and Lieut. Skanse flew to Clark Field, Pampanga, in a Martin Bomber on official business, returning same date. On the 28th Captain Beam in a DH and Lieut. St. John and Captain Eglin in a Martin Bomber flew to San Jose, Mindoro, returning same date. On the 31st, a formation of three Martin Bombers, piloted by Lieuts. Skanse, St. John and Hackett; and five DH's, piloted by Lieuts. Harper, Maxwell, McCune, Carter and Walker, met and escorted the U.S.A.T. THOMAS into the harbor.

Notes from the 42d Air Intelligence Section

The 42d made a little pilgrimage to Batangas recently. While there we witnessed the Fiesta De Dalagas. It must have been very good, for Private Snead and Sergeant Wilkins have since used up three pencils figuring out ways and means of getting a furlough or detached service down there.

Camp Nichols, Rizal, P.I., June 9th.

The Air Service officers who arrived on the Transport THOMAS May 31st were assigned to their new duties and seem to be taking their first rainy season with a smile. Lieuts. St. John, Glascock and Hackett, from this station, left Saturday for the United States, having completed their tour of foreign service. They all seemed to be happy and not a bit sorry to leave this department. We shall miss these officers and we wish them a pleasant trip and a good station in the States.

Headquarters is beginning to look like the head office of a large business concern; after the cost system is installed we will all be fairly good business men. We are already figuring out a way to beat the "little time cards" but the plan is still in the making. If it works we propose to patent it - the Sergeant-Major is very discouraging, however. He says "It can't be did." We have suggested to the Commanding Officer that he get a time clock. He is considering the matter seriously enough.

Lieut. E.G. Harper, 28th Bomb. Sqdn., was assigned to the Air Office for duty as Assistant Air Officer, during Major Reinburg's absence in China.

In the formation flight Saturday evening that escorted the THOMAS on its homeward way, there was one plane that was always like a little dog's tail. We are all wondering if Lieut. Greer was just watching that boat pull out and hoping that it would return soon so that he could see the old home in Missouri one more time.

The Air Service Station Supply Officer made a trip to Mindoro last Thursday and on his return next evening he came into the office with a red nose that in the States would have cost him a considerable sum of money. However, his only excuse was the sun; that will do to tell some people.

The 1st Sergeant of the 66th Service Squadron has been giving some of the men of his organization a little extra exercise in the past few days in the form of "double-timing" around the flying field. The number seems to be growing every day and maybe the few that try sleeping late will try to be the first in line; if not they will be in good shape to enter any track meet and come in on the money.

Operations this week consisted of the following flights: On the 2nd Captain Berman and Lieuts. Harper and Walker, pilots; and Lieuts. DeFord and Flannigan, co-

servers, flew to Clark Field and return in order that the latter two, who arrived on the THOMAS, might familiarize themselves with the route; on the 3rd Lieut. DeFord flew to Clark Field, ferrying a DH4B which had been transferred to that field; on the 5th Lieut. Maxwell, pilot, and Captain Fittz and Lieut. Read, Jr., Infantry, passengers, flew to Clark Field in a Martin Bomber, returning same date; on the 5th Lieut. Skanse, pilot, and Col. Johnson and Mr. Hunter, passengers, flew to San Jose, Mindoro, in a Martin Bomber. Lieut. McCune in a DH4B escorted the Bomber to Mindoro. On the 6th, Lieut. Bogert, one of the officers who arrived on the THOMAS, made a reconnaissance and cross-country flight for the purpose of familiarizing himself with the landmarks; on the 6th, Lieut. Skanse, piloting a Martin Bomber, escorted by Lieut. McCune in a DH4B, returned from Mindoro; on the 7th, Lieuts. Harper, McCune, Skanse, Greer and Carter flew in formation escorting the U.S.A.T. THOMAS out of the harbor.

Lieut. J.R. Glascock was relieved from command of the 42nd Air Intelligence Section by Lieut. Guy Kirksey, and sailed for the States on Saturday. Frantic last minute efforts of the office force to ball up his clearance and thus keep him with us a little longer were of no avail. A pathetic scene was enacted during the turning over of property at the office, when Lieut. Glascock sorrowfully took off and polished the shoes that walk backward and dusted the linen duster. We all unite in wishing him a good trip and a good station in the States. The Section valued him as a friend and respect him as an officer.

Lieut. and Mrs. E.L. Searl, Air Service, left Saturday on the Transport THOMAS for the United States. Lieut. Searl completed his two years' service at Clark Field, Camp Stotsenburg. Lieut. and Mrs. Searl were guests at the Army and Navy Annex until their departure.

Among the Air Service officers from this station who will board the transport at Chinwangtao are Lieut. and Mrs. Harry Weddington and Lieut. A. J. Clayton.

Wilbur Wright Field, Fairfield, Ohio, July 9.

On June 21st a Homecoming Celebration was held at Louisville, Ky. All former residents of Kentucky were invited and it was the occasion of many family reunions. In honor of the day, about 17 airplanes from Wilbur Wright Field took part in the demonstration. A formation of five DeHavillands from the 88th Squadron was led by Captain Henry Pascale, the other pilots being Lieuts. C.E. Thomas, G.V. McPike, Sgts. O'Neil and Bissior. Lieut. H.A. Bartron with Major A.W. Robins were also present in another DeHavilland. Lieut. H.H. Mills was there in a Martin Bomber, carrying with him Captain Geo. W. Rogers, O.R.C., and two enlisted men, Pts. Moore and Dareese of the 88th Squadron. Six Curtiss planes, each carrying two Reserve Officers from the 464th and 465th Pursuit Squadrons (O.R.C.) were also present. Major E.L. Hoffman flew down to Louisville in a TW3 plane borrowed from McCook Field. He carried Lieut. George E. Bulford, O.R.C., as passenger.

Two officers from Bolling Field, Lieuts. C.W. Steinmetz and G.H. Burgess, arrived at Wilbur Wright Field on June 20, and on June 21st they also went to Louisville. At the conclusion of the Homecoming exercises they proceeded by air to Bolling Field.

On June 26th Lieut. Ira R. Koenig, together with Capt. Wm. B. Mayer of McCook Field, two student officers, and one enlisted man, made a free balloon flight, starting from Wilbur Wright Field and landing about nine miles northeast of the field. The weather was hot and lifeless - the dead calm just before a storm - but the flight, which lasted about two hours was brought to a successful conclusion before the storm broke. Captain Mayer was in charge of the flight.

The flying time of the Reserve Officers for the month of June at Wilbur Wright Field was 64 hours and 53 minutes.

Captain L. R. Knight, Air Officer of the 1st Corps Area, visited Wilbur Wright Field on June 27th and 28th.

On June 28th Lieut. W.S. Hamlin and wife motored to Seymour, Ind. and Cincinnati to attend a large family reunion over the week end.

Capt. Henry Pascale and Lieut. W.F. Hanlon traveled by air to Chicago on June 30th, returning the following day.

Lieut. and Mrs. L.E. Sharon drove to Hoopston, Ill., on July 3rd, returning July 6th. Eugene S. Sharon, a brother of Lieut. Sharon, returned with them, and he will be their guest for the next two weeks.

Lieut. C.A. Cover returned to Wilbur Wright Field on July 6th. He has been at Brooks Field and Kelly Field for the past several weeks.

Lieut. J. E. Parker from Schoen Field, Indianapolis, Ind., took a Vought plane with him to Louisville.

General Mason M. Patrick, Chief of Air Service, and Major B.Q. Jones spent June 20th at this field. They traveled by air to Chanute Field at the conclusion of their visit here.

On June 21st Major John H. Pirie, C.O. of the Bombardment Group at Langley Field, arrived at this field, and on the following day ferried a plane back to his home station.

Word has been received that Lieut. Carl F. Greene will soon be transferred from Crissy Field, Calif., to Fairfield.

On June 25th Lieut. Edwin B. Bobzien and Sgt. Hruza arrived from Chanute Field. The latter on the same day ferried a DH4B back to his home station. Lt. Bobzien took another DH on the following day.

Lieut. Clarence F. Horton from Langley Field, who stopped at McCook Field while awaiting repairs to his airways ship, came out to Wilbur Wright Field on June 25th and had dinner with Lieut. and Mrs. L.E. Sharon.

The annual picnic was held on June 28th at Tecumseh Park, near Medway, O. All officers, civilians and enlisted men and their families were invited. The picnic was a continuous performance from 10 a.m. until 9 p.m., and nearly everyone connected with the field spent at least a portion of the day at the picnic. A large variety of entertainment was provided.

Information Division
Air Service

August 13, 1924

Munitions Building
Washington, D.C.

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

FOR RELEASE AUGUST 16, 1924



MAJOR MARTIN'S ADVENTURES IN THE ALASKAN WILDS

In his official report to the Chief of Air Service on the around-the-world flight up to the time the Flagship SEATTLE crashed on the side of a mountain some distance beyond Chignik, Alaska, Major Frederick L. Martin gives a very interesting account of the hardships experienced by Sergeant Harvey and himself during that period of time when the whole world had virtually given up both of these intrepid airmen as lost. Major Martin's report covering his adventures from the time of his arrival on the afternoon of April 25th at Anchorage Bay, where Chignik is located, up to that eventful day when the wireless flashed the glad tidings of his safety, is as follows:

"Snow storms and high winds prevailed on the 26th, 27th, 28th and 29th, The bay was swept by a gale of considerable intensity during the entire night of the 28th. The temperature was low, about twenty above zero Fahrenheit and the next morning the spray from the seas breaking over the pontoons had frozen on the pontoons, struts, lower parts of the fuselage and wings, causing the plane to look much like an iceberg. It is estimated that there were 400 pounds of ice on the plane that morning. The wind abated slightly, which made it possible to reach the ship in safety for the first time since our arrival. Using a launch belonging to the cannery of the Columbia River Packers, the plane was towed in the lee of the wharf at the cannery and fastened securely so that it could ride at anchor safely. After removing the ice, the plane and engine were carefully inspected and serviced with gasoline and oil for the flight to Dutch Harbor.

We arose at 4:00 a.m. on the morning of the 30th, and found it calm but snowing. It cleared up at 7:30 a.m., but weather reports which would indicate that it was possible to leave Chignik were not received from Dutch Harbor until 10:00 a.m. We decided to leave but had considerable trouble in getting the oil warm. We left at 11:00 a.m., the weather calm with the sky overcast. On the recommendation of Mr. Osmond, the Superintendent of the Cannery, and with the information that the other members of the flight had taken a short cut over a portage, northwest of Chignik, we turned to the north out of Chignik Bay instead of to the south as the course had been laid out. In trying to cross the portage which was supposed to be low ground, we found ourselves flying directly toward a mountain with no water in sight. Thinking that we had turned too sharply in leaving Chignik lagoon, I turned the plane and returned to the lagoon where I took a course over level ground more directly in line with the lagoon. After flying this course a short distance we came to mountains with level ground extending northward. Thinking but a slight change of direction necessary, I flew northward a short distance when level ground was visible westward. Being out over the land with pontoons caused the greatest concern for our safety. At this point the blue water of the sea was plainly visible to the westward, seemingly but a short distance away. The plane was headed for this in an effort to arrive over the salt water in safety with the least possible delay. The ceiling was now about 200 feet. We did not seem to get near the salt water but pushed on, notwithstanding the fact that we were approaching a fog. I had a very strong tendency to return to Chignik lagoon and take the course as previously laid out, but feeling that we could reach the water by flying over land for a much less distance I continued in the direction we were going. The fog became very dense and forced us down near the ground. Progressing a short distance into the fog, still not finding the water and knowing that we had left mountains behind us, I thought our greatest safety lay in climbing through the fog which I felt was purely a local condition. The plane was heavily laden with 200 gallons of gasoline and oil to insure a considerable factor of safety in reaching Dutch Harbor in case storms were encountered. It climbed very slowly. We had been climbing several minutes when I had a glimpse of some bare spots on the mountain where the snow had blown away just as the plane crashed.

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Sergeant Harvey had suffered no ill effects from the shock and I had the left lense of my goggles broken, a slight abrasion at the corner of my left eye and my nose bleeding from a blow at the bridge of my nose. The right pontoon had struck the incline at a point where a steep rise of 1,000 feet had suddenly changed to a more gentle slope and the plane had come to rest about 200 feet up on this slope on the snow. The fuselage was canted over to the right at an angle of about 45 degrees. The right pontoon was under and to the left of the fuselage with the left pontoon near by. The pontoon and pontoon struts were crushed and torn loose from the fuselage. The right lower wing was completely demolished. The right upper wing pulled back about half way between its original position and the tail of the plane. The left lower wing was slightly damaged and the upper left wing intact. The propeller was broken but the fuselage and tail surfaces were not damaged. Further participation in the Round-the-World-Flight was at an end. We thoroughly appreciated our plight as we knew this part of the Western Peninsula to be uninhabited, excepting by a few people at considerable distance apart along the shore lines.

We then selected from the equipment on board such supplies as were needed and could be carried comfortably and prepared our packs for hiking. We ate the few sandwiches which had been prepared for lunch by Mrs. Osmond, wife of the Superintendent of the Cannery at Chignik, but found that the thermos bottle containing the coffee had been broken. This alarmed us, as the only food which we had, with the exception of about a dozen malted milk tablets, was in liquid form in two thermos bottles. We were much relieved to find these thermos bottles intact. This concentrated food had been purchased by me at Los Angeles, Calif., for just such an emergency. It contains the essential parts of raisins, figs, walnuts, peanuts, barley, wheat and celery. Two quarts of this concentrated food beverage was placed on each airplane, as the Army emergency rations were too heavy and bulky to be carried on the airplanes where it was so essential to limit the weight to the minimum and as they would be bulky and heavy if their use was to extend over any considerable period of time. At 2:00 p.m. we started southward up the side of the mountain on which we had crashed. We estimated that we were about 10 miles from the coast line on the Pacific Coast of the Peninsula separated therefrom by a range of mountains. The small compass which I had was broken. We would have been forced to use the compass on the airplane which was heavy and inconvenient if it had not been due to the fact that just prior to leaving Chanute Field, Corporal Foster, a friend of Sergeant Harvey, had given him a small card compass in a leather case. This we fastened to the strap of the field glasses and departed.

The fog was very dense and was so white as to blend completely with the snow. The snow was deep and smooth, leaving practically no objects visible. This experience was very peculiar as the vision was limited to a very few feet. It was found to be impossible to walk in a straight line as our sense of balance seemed to be affected. It was necessary to stop very frequently and check our course with the compass. Invariably we found that we were walking other than in the desired direction. The slope of the mountain varied but probably was rising at an angle of about thirty degrees. The top surface of the ground was not broken and the ground was only gently rolling. After walking until 4 o'clock the same conditions prevailed, so we returned to the airplane as it did not seem likely we would find a place where shelter and wood could be found before darkness fell. We followed our footsteps in the snow. They were visible for a hundred feet or more and as the trail was broken, walking was less difficult. By walking rapidly we returned to the airplane in 17 minutes. Here we prepared for the night by picking up broken parts of the airplane for fuel, putting on our heavy flying suits which we had not been able to carry with us on account of the weight and starting a small fire on the snow, waited for darkness. With our flying suits, helmets, fleece-lined moccasins and fur gloves, we took shelter in the baggage compartment of the fuselage. As this could not be righted from the position in which it was laying, we were forced to sleep on the right side of the fuselage which was laying at an angle of about 45 degrees. While there was sufficient length to this space, it was only about 2½ feet wide. As we are both large men, our sleeping quarters were much crowded and the man on the lower side was forced to support a part of the weight of the one above. We slept but little, as we were very cold, cramped and uncomfortable. We arose the next morning to find the fog as thick as it was the day before. We decided to remain until the fog lifted in order to better our location and be protected from walking over a precipice or a steep declivity in the mountains. This was May 1st.

As conditions did not change, we remained with the airplane all this day and night. During the day we did what we could to make ourselves more comfortable. We dragged the top right wing around to the left side of the plane and fastened it to the rear edge of the top left wing. Our fire had melted the snow which was sort

of a glacial formation of snow and ice until it had formed quite a pit. We took the metal cowling from the sides of the plane to place under the fire. With a small spade, a part of the equipment of each plane, we cut out the snow and ice in chunks about one foot square and with these built a wall under the wings. This we banked with loose snow to keep out the wind. This made a great difference in conserving the little heat which was given off from our small fire and we were much more comfortable. We had smoking tobacco, cigarettes and matches, but the matches were conserved by using brands from the fire to light our pipes and cigarettes.

On the morning of May 2nd, as the fog still existed, we decided to try to make our way to the Pacific Coast shore line which we thought to be just across the mountain range, a distance of about ten miles. Our hydrographic charts were of no value to us as they did not show the interior with such a degree of accuracy as to be useful. I was clothed in light weight woolen underwear, olive drab woolen shirt, the ordinary woolen service uniform, chamois golfing vest and cotton overalls; on my feet, heavy woolen socks, ordinary walking shoes and four buckle arctic. Sergeant Harvey was clothed in light weight, woolen underwear, woolen breeches, olive drab shirt, chamois vest, sweater and cotton overalls; on his feet, he had heavy woolen socks and a pair of heavy high top shoes. By permitting the one breaking the trail through the snow to precede the one following by 100 feet, it was possible to guide the leader in more nearly a straight line. In this way we succeeded in passing over the mountain to the southward and down its sides to a small creek. Pushing on southward, we climbed to the top of a steep mountain the surface of which was not broken to any great extent. At this time the fog lifted slightly, just in time to save us from imminent danger. Directly in front of us and but 4 or 5 paces distant the mountain sloped down so abruptly that it would have been impossible to have retained one's footing and which would have meant that we would have slipped down into the canyon about 1500 feet. Realizing the futility of trying to find a passage through the mountains in the fog, we returned to the creek we had just crossed, knowing that this would eventually lead us to the shore line, if followed.

We walked down the creek, although this ran in a northwesterly direction or toward the Behring Sea. As we were not forced to climb many hills, we made excellent progress over comparatively level ground. Sergeant Harvey was experiencing considerable difficulty with his eyes, which were badly inflamed. This was partly due to smoke from the fires, the remainder caused by snow blindness. We walked down stream from 11:00 a.m. to 4:30 p.m. This time we had emerged from a small canyon through which the stream flowed to be confronted with a level marshy land. The visibility was so poor that it was impossible to see more than 4 or 5 miles, so nothing much could be learned as to how far it was to the shore line. As it was necessary to make camp, get our supplies and fuel together before darkness, we located an alder thicket where a few dead alders could be obtained ^{for} fuel and made camp on the snow by cutting green branches with our knives to keep us out of the snow and starting a fire around which we sat during the night. As our clothing was just enough to make us comfortable when exercising freely, it was far from being sufficient during the night as we gained but little heat from the small fire which we could maintain. It was impossible to lie down and as it was necessary that one be constantly vigilant to keep the fire burning, we rested but little. We had decided that night that it would be unwise to attempt to reach the shore line on the Behring Sea as this would probably be 20 miles northward from our camp, and no doubt the swampy land we had observed the night before would be dangerous, as the ice was not sufficiently strong to hold our weight and it had started to thaw. Then, too, we had been informed that but few inhabitants could be found on the Bering Sea shores. Should we succeed in reaching this shore, we would be confronted with a further difficulty of obtaining fuel for fires as there is no drift wood on these shores.

Consequently, at break of day on the morning of May 3rd, we retraced our steps and returned to the airplane that afternoon, as no wood for a fire was available within several miles of the position of the plane. Sergeant Harvey's eyes were in a very aggravated condition. He could hardly see, although we were wearing amber colored goggles which we had taken with us on leaving the airplane. With boracic acid taken from the first aid kit, the inflammation was reduced to nearly normal by the following morning.

At 7 o'clock the following morning, the fog lifted to an altitude of about 3,000 feet. To the southwest of our position, the mountain we had struck rose to an altitude of about 2500 feet. We climbed in this direction until reaching its summit. From this view point we could see no opening to the southward.

The mountains were very rugged, rising as a sheer wall of rock well above the fog line. But to the southwest, with the aid of our field glasses, we saw a lake. Thinking that there might be a belated trapper on this lake, we started for it at 11:00 a.m. At 4:30 that afternoon, we were still 3 or 4 miles from the lake. This made it necessary for us to select an alder thicket and make camp for the night. During the day we succeeded in killing with an Army pistol two ptarmigans, a native bird of Alaska, much like our domestic pigeon but about twice its size. We prepared one of these that night for supper and cooked it in the meat can of my mess outfit which I had with me. This was a great delicacy, notwithstanding the fact that we had no fat or salt and used water to keep the meat from being burned. The other bird was prepared for breakfast. The instructions which we had received with our concentrated food beverage prescribed two teaspoonfuls per person per meal. We had increased this to three teaspoonfuls.

Early the next morning, we started again for the lake, reaching it about noon. We scanned the lake with the field glasses but could locate no cabin or any indication of humanity. I was wearing the amber lens goggles. Even then I could only see with difficulty. As our safety seemed to lay in finding a pass through the mountains to the southward and as there was a lake and streams indicated on our maps which conformed very closely with those which we had crossed and those in the vicinity of the lake, we thought that by following the stream at the southernmost point of the lake we would arrive at Ivanof Bay. We expected to find the stream flowing from the southernmost point of the lake southward, emptying into the bay, but much to our disappointment it was flowing the opposite direction. Hoping to find a pass in the mountains at such an elevation as would be possible to climb, we followed this stream. The valley between the mountains at this point was about 3 miles wide, low marshy land from which the snow had partly melted leaving tufts of high grass sticking through. The ground around these hummocks of grass was lower and covered with water; in places it was very soft. On account of the condition of my eyes, it was necessary for Sergeant Harvey to lead the way which he did with the greatest determination, continuing to walk doggedly on, notwithstanding the fact that we were very weak and exhausted. At 2 o'clock that afternoon, finding a very desirable location and myself being practically exhausted on account of the exertion and extra handicap of being partially snow blind together with the weight of my heavy arctic, we made camp in the dry bed of a small stream coming down from the mountains. This was the first night we had had shelter, as all the thickets were always out on level, exposed ground. Although the wind had not as yet blown with such a velocity as to exceed 10 miles an hour, it was very cold and disagreeable. We had plenty of dead wood for fuel and with grass from the marsh made a bed on which each of us had about 4 hours of sleep, the first real rest we had experienced since our crash. Each night immediately after getting the fire to burn nicely, it was necessary on account of our feet being wet to remove our shoes, replace our socks with dry ones which we carried in our haversacks, dry our shoes and dry the wet socks which were placed in our haversacks for the next night. This was a difficult task in the open, over a small fire and usually occupied our time until about 9 o'clock. It took but little time for our meals which consisted of placing our liquid food in a cup partly filled with water and drinking it.

On the morning of May 5th we continued our march through the swamp. After going about 3 miles, our progress was less difficult. A number of dry stream beds were found which no doubt were filled with water from the mountains during the summer when the snow was melting and which we followed until we reached the point where the stream passed into the mountain. Here the snow was very deep and the alders extended from the side of the stream to well up on the sides of the mountain. The crust of the snow had weakened until we were breaking through frequently. We struggled through this for some distance, finally climbing the side of a mountain to better determine which branch of the stream to follow in order to reach the divide. From this vantage point it seemed that it was best to continue in the direction we were walking. We found that by following a mountain side a short distance above the valley the crust of snow was much harder and better progress could be made. At this point the stream we had been following ended. The valley to the front was about a mile wide and comparatively level. This lasted for about three miles, when we came upon the source of another stream flowing southward. This was our first real hope, as this stream no doubt would take us to the shore line. Travel becoming extremely difficult and from our previous struggle during that day, we were in a very weakened condition. At 3:00 p.m. we halted to let Sergeant Harvey investigate a small canyon in the mountain at the side of the valley as a possible camp site.

Upon his return he reported that there was no possibility of a camp site in the canyon but that he had seen a body of water to the southward, approximately 3 miles distant. We were too exhausted to cover this distance that night and made our camp among the alders on about 4 feet of snow. We were so weakened as to make it necessary to support ourselves by holding on to the alders, while we were gathering up our fire wood and there was a slight wind from the north which chilled us to the bone.

At 3:30 the next morning we departed following the edge of the stream wherever possible, as it was very fatiguing to attempt to walk through the snow. At 7:30 a.m., we arrived at the body of water which had been seen by Sergeant Harvey the day before to find that it was salt water and after resting a few minutes we examined the shore lines carefully with the field glasses but saw no signs of humanity. As we started to walk along the beach, we observed a small cabin on the beach about a half mile distant. Upon arriving at this cabin we found it to have been recently deserted, probably within the last twenty-four hours. Upon examination, a scant amount of food was located; flour, salted salmon, bacon fat, baking powder, dried peaches, condensed milk, syrup and coffee. There was also a quantity of wood cut for a small heating stove and about a pint of oil left for a small oil stove. The cabin was very small and all the bedding had been removed when its owner left. After preparing some hot cakes, of which we could eat but two as this was the capacity of our stomachs at that time, we made ourselves as comfortable as possible and slept. We awakened in about four hours as were cold having removed a part of our clothing upon retiring and the fire had died out. After eating again and putting some of the salmon to soak, we slept until 8 o'clock the next morning. At 10 o'clock that night we awoke to rebuild the fire to find it blowing and storming.

The next morning it was snowing violently which continued throughout the day; it changed into rain during the night and continued to rain until 9 o'clock of the morning of the 9th. We had had no rain, snow, or wind of any considerable velocity, from the time we had crashed, until we had reached the cabin. We took a short walk that morning to accurately locate ourselves on the map, but due to the poor visibility were not sure of our location but thought that we were on Moller Bay on the Bering Sea side of the peninsula, much to our surprise. This was accurately determined that afternoon by a reconnaissance trip by Sergeant Harvey while I prepared wild ducks which were killed that day at noon at the cabin with a rifle belonging to the trapper. Sergeant Harvey returned from his trip with two snow shoe rabbits, Alaskan hare, which gave us an ample supply of food for at least one more day. We had not until that day regained our strength. Our charts had marked on them Fort Moller with no indication of a village or cannery, but on a case containing condensed milk we found the stamp of a Port Moller Cannery. We were not sure that this was occupied as yet due to the ice in Bering Sea. Moller Bay was a mass of floating ice.

We arose early the next morning feeling quite strong to find the day calm and clear. After a hearty breakfast of rabbit, pancakes and gravy and putting the cabin in excellent order, we left for Port Moller, a distance of 25 miles. We made excellent progress along the beach, with the exception of 3 or 4 miles where the rocks from the cliffs, as large as ordinary dwellings, extended down to the waters edge. It was easier to climb over these than to pass them by climbing through the snow over the tops of the mountains. This impeded our progress a great deal. We arrived at the narrowest spit which extends well out into the bay near Port Moller at 4:00 p.m. From this point we could see the wireless mast and smoke stack at the camp. While we were wondering whether we would find the cannery inhabited, smoke came from the stack which gave us the information desired. After crossing the spit which was about a mile wide, we were approached by a launch coming from the cannery. In this launch there were two native men and three native women who had been on their way from the cannery to a native village at what is called "Hot Springs" on the western side of Moller Bay. The man in charge of this launch was Mr. Jake Oroloff, a native, who took us across the bay, a distance of about $2\frac{1}{2}$ miles to the cannery. We arrived at the cannery at 6:00 p.m. on Saturday, May 10th. Here we were greeted by the Superintendent of the Cannery and other employees who were overjoyed to see us. Relieving us of our haversacks and with no further ceremony, he showed us where we could wash our faces and hands and sat us down to a table laden with food splendidly prepared. The amount of food we ate was a splendid testimonial of our appreciation of it.

As there was a wireless station at the cannery, messages were forwarded that evening to the Chief of Air Service and our relatives. We were safe at last and could completely relax. We will never forget the joy of that night's sleep in a comfortable bed protected from the cold.

On Monday, May 12th, an offer was received from Mr. Shields, Vice President of the Pacific American Fisheries Company, Bellingham, Washington, for Sergeant Harvey and myself to be guests of the company as passengers on the Steamship CATHERINE D. which was due to leave Port Moller May 13th. We learned that all vessels at points along these shores had searched for days to effect our rescue. This included the boats of all canneries, those belonging to the Coast and Geodetic Survey and those of the Coast Guard Service; also dog teams had been sent inland from Chignik. The ALGONQUIN had been dispatched to pick us up at Port Moller and left Dutch Harbor at 4:00 a.m. May 11th. Not knowing of this until the afternoon of May 11th when a radio was received to that effect, they were informed that passage could be obtained on the CATHERINE D, and the ALGONQUIN returned to Dutch Harbor.

After three days of feasting and sleeping, we practically regained normalcy. The haggard, sunken expression of our faces had disappeared. We left Port Moller on the CATHERINE D at 5:00 p.m. May 14th. A heavy southeast gale blew with such a velocity that this large boat was held so tightly against the wharf that it could not leave prior to this time. It was necessary to go by the way of Unimak Pass, westward of Unimak Island. Stops were made at the Pacific American Fisheries Cannery at Ikatan, King Cove and Squaw Harbor, Baralof Bay on Unga Island. We left Squaw Harbor at 4:30 p.m., May 17th and ran by dead reckoning until about 5:00 p.m. May 21st. During this time no observation could be taken of the sun or stars on account of poor visibility. The master of the CATHERINE D, Captain W.B. Knight, then waited for 2½ hours before he could sight land. He stated that he should be near Hazy Islands, off Cape Ommaney, which were about four miles distant when the fog lifted. The remainder of the voyage to Bellingham was very pleasant but uneventful. We were met about an hour out from Bellingham by the NILE, a small boat belonging to the Pacific American Fisheries Company, on board of which was Mrs. Martin and my son, Robert. Upon reaching the wharf where about a thousand people had assembled, with a band to welcome us on our return to the United States, we met the officials of the Pacific American Fisheries Company, the Mayor of Bellingham and other officials, together with the Air Service officers and others from Seattle.

Too much praise cannot be given to those who participated in the search for Sergeant Harvey and myself. The courtesies extended by the Pacific American Fisheries Company and all their employees, both on the CATHERINE D and at Port Moller were of the highest order and were responsible for our rapid recovery to normalcy and expedited our return to the United States very materially. These were given in the finest spirit possible of helpfulness. No remuneration would be accepted for even the food which we ate at Port Moller."

AROUND THE WORLD FLYERS ON HOME STRETCH

The Around-the-World flyers are at this writing at Reykjavik, Iceland, but only two of the three airplanes reached this quaint hamlet in the North. Lieut. Wade unfortunately losing his ship, the BOSTON. Shortly after leaving Kirkwall trouble was experienced with the engine and a landing was made on a heavy swell. After being tossed about by a heavy sea for several hours Lieut. Wade and Sgt. Ogden were taken off by a passing fishing boat. The U.S. Navy Cruiser RICHMOND afterwards arrived and in the attempt to hoist the air cruiser aboard, it was considerably damaged, and later on when an attempt was made to tow it to the Faroe Islands, it sank. Orders have been issued by the Chief of Air Service for Lieuts. George C. McDonald and Victor E. Bertrandias to pilot a Douglas Cruiser from Langley Field to Pictou Harbor, Nova Scotia and leave the ship there so that Lieut. Wade and Sergeant Ogden may continue their flight from that point.

After a well earned rest at Brough, England, during which time the planes were completely overhauled and new motors installed, the flyers, feeling fit and optimistic as to the ultimate success of their long aerial mission, left for Kirkwall in the Orkney Islands at 10:30 a.m. on the morning of July 30th, and succeeding in reaching that point, after traveling a distance of 380 miles, at 4:30 o'clock in the afternoon. The flight was uneventful except that Lieut. Lowell H. Smith experienced some difficulty with his motor prior to taking off.

Anticipating the difficulties which might be encountered in flying through Iceland and Greenland, and because of the infrequent facilities for transportation, plans were made to have new pontoons, motors and many airplane spares and parts available at all points where the flight would stop in passing through these two northern countries.

On the morning of August 2nd the three world cruisers arose in the air and headed for Hoefn Hornafjord, Iceland. Shortly after their start they encountered a dense fog. Lieut. Nelson became separated from his fellow flyers but continued on his journey not knowing that Lieuts. Smith and Wade had turned back to Kirkwall. Fear of a collision in the impenetrable fog caused the latter two pilots to return to their starting point. In the meantime, after a long stretch of strenuous flying, Lieut. Nelson succeeded in reaching his destination safely, covering the distance of 535 miles in 8 hours and 19 minutes. He landed at 3:40 in the afternoon and moored the NEW ORLEANS safely behind the breakwater separating the fjord from the Atlantic.

→ Lieuts. Smith and Wade again attempted to take off for Hoefn Hornafjord on the morning of August 3rd. They left at 9:17 o'clock, but only Lieut. Smith reached his destination, Lieut. Wade, as above stated, losing his ship in the mishap which followed his take-off. Lieut. Smith in his journey above the North Atlantic had a hard fight during the latter part of his flight, meeting with both rain squalls and heavy banks of fog. Despite these adverse weather conditions, Lieut. Smith dropped safely in the little bay at Hoefn Hornafjord at 1:37 in the afternoon.

From their present location to Reykjavik, the capital of Iceland, the flight may be considered one of the most difficult which the American airmen will experience on the entire trip. Fogs along the southern coast of Iceland are prevalent and are liable to roll in from the sea with little warning, completely obscuring everything on the ground. During the season the flight will be passing along this coast the weather should be more favorable for flying than at any other time of the year, and with the system of weather warnings which has been perfected by the advance officer with the help of the Danish Government, the flight should experience no difficulty in covering the 339 miles between these points.

From Reykjavik the route lies across the Danish Straits to Angmagsalik, Greenland, 500 miles to the westward. Recent advices from the Danish Government indicate that the ice conditions in these waters are worse this season than they have been for many years. A great many large icebergs have been sighted between Iceland and Greenland. The drift ice which generally lays in a belt off the east coast of Greenland, varying in width from 10 to 100 miles from year to year is reported as being over 100 miles wide this year. These conditions are apt to hamper the movements of the Navy vessels which will be patrolling the line of the flight between Reykjavik and Angmagsalik. The Danish government steamer GERTRUD RASK with world flight supplies on board and carrying Lieut. L.D. Schulze, the advance officer, to Greenland, is pushing her way through the ice fields to Angmagsalik to be there in time to receive the flyers when they have crossed the Danish straits.

Angmagsalik is the most inaccessible place of the entire route. It is the northernmost settlement on the east coast of Greenland. It has a population of about 400 Esquimaux and the Danish Governor. This settlement is generally visited only once a year by a Danish government vessel which brings supplies and the Danish Governor-General to Greenland, who inspects all the settlements yearly. The world flyers had originally planned to reach Angmagsalik about August 20th, but this year which promises to be an early freeze makes it necessary that the expedition leave there before August 15th, because new ice fields will begin forming at that time in the harbor. This condition will be very dangerous to landing and taking off of the world cruisers and, if possible, must be avoided. If the direct course from Angmagsalik to Ivigtut on the west coast of Greenland could be followed there will be ahead of the flyers only about 500 miles, but with the immense ice caps of the interior the coast line must instead be followed, a path of 610 miles lies ahead, past Cape Farewell, the southern extremity of Greenland. A swing to the westward brings them to Ivigtut.

When Ivigtut on Arsuk Fiord has been reached, the flight will be attended by the Danish warship "Islands Falk", which has been sent there by the Danish government to assist the American flyers in obtaining weather reports on the coast of Labrador, 572 miles away, and reports of weather in the Danish straits which will be sent by the American destroyers which will be spaced at regular intervals along the route between Greenland and the American continent.

The cruiser MILWAUKEE, which left New York on July 18th, carrying supplies for the world flight for the bases to be established by Lieut. Clayton L. Bissell, advance officer for that portion of the flight from Labrador to Boston, has succeeded in completing all the arrangements for flight bases at Indian Harbor and Cartwright arbor, Labrador, Hawke Bay, Newfoundland, and Pictou harbor, Nova Scotia.

When the flight reaches Labrador their difficulties will have ceased to a large extent and the route of 1200 miles from there to Boston could be made with little difficulty. When Boston is reached the pontoons with which the planes are now equipped will be removed and landing gears substituted. The flight will then proceed by the safest route and with the least delay to Seattle, Washington, the terminus of the flight.

PARACHUTE ONCE MORE SAVES LIFE OF PILOT. ✓

An airplane accident with a happy ending occurred at Kelly Field just recently when a student, Lieut. Crawford, was saved through the use of a parachute. Lieut. Crawford was doing acrobatics as part of the basic pursuit course, in an MB3 airplane. He was at an altitude of about 4000 feet, seven miles north of Kelly Field, and had been up some forty minutes doing barrel rolls, immelmans, loops and spins. He had started an immelman and reached the top, but when he tried to put the stick forward into the left to come out, it stuck and could be moved only with great pressure against the friction that existed somewhere. The ship soon came out level and Lieut. Crawford looked around to the left, thinking something was wrong with the tail surface. In so doing he saw the left aileron hanging by the outside bolt only, and flapping in the wind. He immediately tried to fly the ship level thinking he could get it back home, but the right wing began to drop slowly and would not stay up, although he used full left aileron.

Shortly the ship had completed the full turn of a steep spiral. There seemed to be no chance of controlling the plane, and as it was gaining air speed rapidly in falling and starting to spin, Lieut. Crawford wisely decided to take to the parachute. Without further delay, he scrambled over the right and lower side of the ship and let go. He did not notice the ship again or see what it did until after the chute opened. Lieut. Crawford says that he did not fall more than ten feet, probably, when he pulled the ring of the chute and opened the pack. At the instant he was falling head downward and the parachute got tangled in his feet. This caused him considerable worry lest the shroud line or the main chute should become entangled, but after kicking, the pilot soon came loose and the main chute opened, giving him quite a sharp jerk. His weight was supported by the harness around his thighs and he says there was no sensation of falling or sinking until he got to within about a hundred feet from the ground. At this moment he thought he was going to land on a small farm house, and tried to slip the chute, but says that he doesn't think it slipped far. At any rate, he missed the house and hit suddenly in a pasture. There was a twenty-mile wind blowing and he landed backward. He had tried to turn but as the chute was sinking through what seemed like a large arc and one side seemed pulled in almost, he decided to let well enough alone. Lieut. Crawford struck the ground on his feet, but the chute pulled him backwards with a hard jolt and dragged him about four feet. The breath was partially knocked out of him, but except for a few slight scratches on the arm and slight bruises on the thighs caused by the opening of the chute, he was not hurt.

Lieut. Crawford says that his experience gives him much greater confidence in parachutes than he has ever had before, and he does not feel at all apprehensive about flying or stunting.

This is the second time within a month that a life has been saved at Kelly Field by the use of the parachute, and persons who a short time ago scoffed at their use and complained about the orders requiring them to be worn, are now thoroughly converted and are seen carrying a little pack around with them wherever they go.

THIRD ATTACK GROUP REORGANIZED. ✓

The reorganization of the Third Attack Group at Kelly Field, San Antonio, Texas, has been completed with the placing of the 13th and 26th Attack Squadrons on the inactive list and making the 8th and 90th Attack Squadrons, respectively, their active associations. The latter units have been reduced to a strength of 90 men each, and the 60th Service Squadron to 42. The following named officers now compose the commissioned personnel of the Group since its reorganization: Major H.B.S. Burwell, Captain J.H. Davidson, 1st Lieuts. L.A. Smith, F.M. Bartlett, C. McK. Robinson, R.C. Zettel, W.R. Peck, H.G. Crocker, J.E. Duke and W.E. Wheeler.

A NEW STUNT IN AIRPLANE OBSERVATION

Without question the Air Service has some mighty good men - but when candidates for speed in observation and action are called for, Brooks Field confidently puts forward Lieut. John Corkille. The other day the Lieutenant was playing along in the upper air when he noticed a house on fire below him. As no one else seemed greatly interested he went down to find out what it was all about and found that the inhabitants of said house and, in fact, the whole neighborhood, was blissfully ignorant of what was taking place. So after knocking and saying politely "Mister, your house is on fire", Johnny climbed into his little ship and came home, having done as the Boy Scouts say, "his daily good turn".

A NEW "FLIVVER" PLANE.

An account from Kelly Field of a "Skeeter" plane designed by Lieut. D.B. Phillips, Air Service, recalls to mind the "Ant", designed and constructed jointly by Lieuts. A.I. Eagle and M.B. Asp, way back in 1921 or '22. We hadn't heard about the "Ant" for some time, and that's why we mention it. The "Skeeter" is in some respects smaller than the "Ant", although the wing spread of both is the same. Both are powered with the 60 h.p. Lawrence, 3-cylinder radial engine, but in looking in back files for a description of the "Ant" it would appear from Lieut. Eagle's statement that it is a faster ship, the speed of the said same "Ant" being claimed at 135 miles per hour. A speed trial, however, between these two "flivvers of the air" would no doubt prove to be an interesting sporting event.

The story concerning the "Skeeter" plane is given by our Kelly Field correspondent, as follows:

"Driven by Lieut. D.B. Phillips, a new experimental midget plane out-stripped a DH4B observation plane in a test flight at Kelly Field recently. The plane has only 97 square feet of lifting area and so far as known is the smallest in the world. Despite the small surface, it lands at less than 50 miles per hour.

The plane was designed and constructed by Lieut. D.B. Phillips, with the assistance of Lieuts Ray H. Clark and Glenn T. Lampton, but so many members of the Third Attack Group cooperated that it might well be called a product of the Third Attack Group.

The little ship has a wing spread of 18 feet. It can develop a speed of 115 miles per hour and cruises at 90 miles per hour. It is equipped with the Lawrence 3-cylinder sixty horse power radial engine and carries sufficient fuel for 4 hours at full throttle or 5½ hours at cruising speed, or approximately 450 miles on one cargo of fuel.

Other data on plane follows: Weight (less engine) 305 lbs.; weight of engine, 175 lbs.; weight of pilot, 180 lbs.; weight of fuel, 120 lbs.; total weight carried, 780 lbs. Wing section, U.S. A. 27: upper wing, 36 inches; chord, lower wing, 30 inches; climb, 600 feet per minute; ceiling, 12,000 feet; factor of safety, 6; gasoline capacity, 22½ gallons; oil, 9 quarts.

The gasoline is carried in two tanks, a pressure tank behind the pilot and a gravity tank near the engine. By a simple arrangement of valves, the gasoline can be transferred from one tank to the other while in flight so as to balance the plane.

After 8 months of work, on the design and construction, the ship was completed on June 8th. It was then weighed up and checked to determine if the balance was correct. The check as computed by Lieut. Lampton indicated that the ship would be balanced if four more gallons of gasoline were placed in the front tank than in the rear. This was done. The ship was then flown and was found to be perfectly balanced.

Flights with the ship have been uneventful except on one occasion, when the valve between the two gasoline tanks was inadvertently left open over night, partially draining the front tank. The remaining gasoline became exhausted while flying at a low altitude, and as there was no time to get up pressure in the other tank, a "pancake" landing was made in an open space in the mosquito brush on the bombing range. Despite the high woods, which almost hid the ship from view, and the rough ground, no damage resulted, other than a bent axle. The axle was straightened and, after cutting away the weeds to form a runway, the ship was flown back to the field. This was considered as demonstrating that cross-country flying need not be hampered by fear of damage from forced landings, as the spot on which the landing was made was about as poor as would often be encountered.

The ship is very "snappy" on the controls, and at speeds of over 100 miles per hour, it is hardly necessary to "dish" to cause it to make a turn or perform some other evolution. At cruising speed it is comfortable. It lands easily when the pilot becomes accustomed to the low under carriage and it handles exceptionally well in taxi-ing.

The ship is notably clear in design. The usual center section struts and wires have been replaced by a plywood fin, as in the Army Curtiss racer of 1922. The flying and landing wires are streamline RAF wire. The tail surfaces are entirely without external bracing and all control wires are enclosed. The tail-skid is a single spring-leaf, almost parallel to the airstream. Many hours were spent on the problem of reducing the fuselage cross-section to the smallest area consistent with a reasonable degree of comfort for the pilot. Even the bolt-heads, which usually project from fittings, have been counter-sunk so as to eliminate every possible cause of resistance.

THE CONQUEST OF THE AIR ✓

By Louis L. DeJean

(Published with permission of the author)

Wake! Bold spirit of Columbus!
Rise, Proud shade of Francis Drake!
Daniel Boone, Cortez, DeSoto,
Cast aside your shrouds - awake!
There's an element unconquered;
There's an ocean none has sailed:
There are dangers never dreamed of;
There are heights no man has scaled.

They've retrieved Adventure's banner
A besmirched, forgotten rag;
They have taken up the challenge;
They have taken up the flag.
They have dared the stormy heavens;
They have mapped the great unknown;
They have woo'd a fickle goddess,
And they've won her for their own.

There is work that needs the bravest;
Romance sounds her bugle call.
Throw aside the bonds that hold you;
Throw off tyrant Time's dark thrall
Up, to arms! The bugle calls you!
Grim adventure lives once more!
Deathless fame is knocking, waiting;
Waits without your time-locked door.

They have woo'd a haughty virgin;
They have won the goddess Flight!(her;
They have woo'd and won and chained
Now she serves them day and night.
She is slave of man forever.
Doing penance just and fair,
For the sacrifice demanded
In the conquest of the air.

There are men who grow impatient
With this unromantic age;
There are men who crave adventure,
Men to whom this world's a cage.
There are men who roam the jungles;
There are men who rove the seas:
But the maddest and the gladdest
Are the boys who sail the breeze.

Oh, you hardy restless spirits
Of the past that men acclaim
We are adding to your number
In the Ages' Hall of Fame. (of;
There are names that you'll be proud
They are names that cannot die.
Pioneers, awake! and welcome
Those who dared to win the sky!

SUCCESSFUL RESERVE OFFICERS CAMP AT WILBUR WRIGHT FIELD

The Reserve Officers' Camp at Wilbur Wright Field, Fairfield, Ohio, which was opened on July 7th and closed two weeks later on the 19th, furnished valuable experience in Air Service work to the men who pursue their regular vocations in civil life and have pledged themselves to answer the call to military duty when the emergency arises. Most of the work was carried on at Wilbur Wright Field, although several trips were made to McCook Field from time to time. Major E.L. Hoffman, formerly stationed at McCook Field, was the regular Air Service officer in command of the camp.

A total of 128 Reserve Officers were in attendance, including Lieut. Colonel Courtney P. Grover, Major Alfred Campbell, 17 Captains, 29 1st Lieuts. and 80 2nd Lieuts. Col. Grover of the Medical Corps, who formerly resided at the National Military Home at Dayton, Ohio, where he was surgeon in charge, was also for a time the post commander of the local organization of the American Legion in Dayton. Major Campbell and the Captains are all Air Service officers, with the single exception of Allen Coburn, who has a commission in the Medical Dept. All of the Lieutenants are Air Service Reserve Officers, most of them being pilots.

The Reserve Officers assisted the Regular Officers at Wilbur Wright Field wherever they could do so; for example, they were assigned as Officers of the Day

thus relieving the regular officers of that duty. They also assisted in various other capacities in connection with flying operations and engineering activities. The Reserve Officers who were given special assignments were as follows: Major C. Alfred Campbell, Asst. Commandant; Capt. John L. Reymiller, Executive; Capt. John E. Davis, Camp Adjutant; 2nd Lieut. Ralph D. Penland, Asst. Camp Adjutant; Capt. Wm. F. Center, Operations Officer; 1st Lieut. Geo. W. Vawter, Asst. Operations Officer; Capt. Karl F. Burckhart, Engineer Officer; 1st Lieut. Frank L. Clewors, Asst. Engineer Officer; 1st Lieut. Richard M. Harnett, Asst. Supply Officer; 1st Lieut. Glenn D. Horn, Asst. Supply Officer; Capt. John Ebaugh, Asst. Athletic Officer; 2nd Lieut. Ulment R. Hall, Asst. Athletic Officer; Capt. C. J. Cleary, Officer in Charge Ground Instructions; 1st Lieut. Ed. R. King, Asst. to Officer in Charge of Ground Instruction; 2nd Lieut. Bron H. Lytle, Asst. to Officer in Charge of Ground Instruction; 2nd Lieut. Ralph G. Lockwood, Alert Pilot; Capt. Albert A. Price, Officer in Charge of Aerial Gunnery; 2nd Lieut. Thomas G. Hughes, Camp Transportation Officer.

SECOND DIVISION, AIR SERVICE, GOES INTO FIELD TRAINING

During the month of June the entire Second Division Air Service was engaged in field training near Mogollon, New Mexico. The following account of the hike was written by Mrs. Walter Bender while at camp on Willow Creek.

BY MRS. WALTER L. BENDER.

The Twelfth Aero Squadron is again in summer camp and, as usual, they have lived up to their motto "FORWARD". When the word went out that the Air Service was going to the Mogollon Mountains for its summer camp there was a general laugh, - "Why, they can't make it - there never has been a truck up these mountains - only two cars have ever made it. But the Air Service went "FORWARD" - they left Fort Bliss on schedule with thirteen Liberty trucks, one G.M.C. truck, one G.M.C. ambulance, one White Radio truck, one Staff car and six private cars, carrying about 7000 lbs of supplies, nine officers, eighty-six men and six families.

MOGOLLON - A QUAIN T MINING CAMP IN NEW MEXICO.

Each Liberty truck weighed from 6000 to 7000 pounds, all using about 4750 gallons of gas for the entire trip. We arrived at Mogollon, a quaint little gold mining camp about 9000 feet above sea level. There is only one street about thirty feet wide. The homes of the inhabitants hanging above on the steep mountains sides like swallow nests were as interesting to us as the airplanes were to them: quite a number of the people never having seen an airplane went to the flying field and camped, determined to remain until they saw a plane "Take Off". Some of them waited 48 hours. The population of about 400 people was thrilled by the advent of the soldiers and their big trucks, and made every effort to entertain and help in any way they could. It is remarkable how many there are who have never been outside Mogollon. They gave a dance for the men and the town was wide open. They fed and entertained them like royal guests, not allowing them to pay for anything. When they saw that the Air Service was really going on up into the mountains, they offered their men, horses and dynamite. We did not need the men but we did need the horses and powder. The Forest Service, too, offered its help. "They are real, honest to God men" said the mountaineers, "and you ought to be proud of them". "We are!" answered the women, and "Oh yes, we knew they would get there!"

TRUCKS PULLED OVER GRADES BY MAN AND HORSE-POWER

The first eight miles after leaving Mogollon was comparatively good road, and then our men met their first problem. There were terrific grades of about 35 degrees, each being about 125 feet long with almost no traction, and with a mountain spring running down the last one, making it very slippery - but the horses were hitched on and each truck pulled slowly to the top. From here there was no possible place where one car could pass another or turn around. After "Cold Springs" was reached the roads were mere mountain trails - impassable - and from then on it was a case of building roads as they went.

THE SOLDIER'S DAUNTLESS SPIRIT

The people in the little mining camp and the forest rangers furnished dynamite to blast away the great fallen trees and rocks which obstructed the path, and in literally hundreds of places a deviation of a few inches would have sent the trucks crashing into the deep ravine below, but block and tackle were brought to work and the Liberty trucks weighing from 6000 to 7000 pounds each were literally hauled up by man power. Huge hawsers were put around the great trees with a truck at the other end, supplemented by men pushing and pulling. This necessitated widening the road under the most unbelievable difficulties. Great volcanic rock slides were to be crossed which alone would have been enough to dampen the ardor of anyone excepting the 12th Aero Squadron.

Here it seemed that the slightest jar would set the whole slide in motion again. Incidentally, these slides are among the most unusual and unique sights in America and are evidence of one of the most terrific volcanic eruptions in the world. One day only about one and one half miles were made, every man straining every nerve and muscle to go forward. There was not time to stop and cook, the lunch the first day consisting of ham and cheese sandwiches; the following three days, coffee and sandwiches, the men working from dawn until dark. All of this was hardship at the time, but it proves the stuff of which the organization is made. A frequent illustration of the dauntless spirit of the gallant organization was to have one or two wheels of a Liberty truck suspended in mid-air over the edge of a cliff with a drop of 1000 feet below, held and pulled slowly back to safety by sheer man power. Two weeks later, on Organization Day, these trials and hardships were the source of much good-natured rivalry.

On June 10th the camp was made and the men adopted another motto. "It can be done!" They had accomplished a feat of road construction of which any Engineer Corps might be proud. In this spot, practically unknown to anyone, except a few forest rangers and an occasional cowboy or sheep herder, was established a model little city; as model and up-to-date as any smart post. Communication with the outside world was accomplished by radio and telephone. Electric light was furnished by our own great landing flare trucks. Daily airplanes brought bread, fresh fruit and vegetables from our headquarters at Fort Bliss. The food and general sanitation was equal to that in a permanent camp. Now the roads are good, enabling easy access to a veritable paradise for the fisherman and hunters. Members of our Squadron have sighted as many as nine deer in a herd at one time.

For a week we averaged about two hundred trout a day and at all times had as many as we could eat, catching many of them in the stream which flows through the Camp. There were two black bear killed and signs of many others were found. Fresh beef and young lambs were furnished by "Near" twelve mile ranchers. Mr. Camp, a well known El Pascan, owns the camp site, gave his hunting lodge to use as mess and recreation hall for the officers, and also, in cooperation with other ranchers, furnished horses for riding and rodeo purposes.

INTERESTING CHARACTERS WHO VISITED CAMP.

A few most interesting characters came for miles over the rocky mountain trails to visit the camp, among them "Nat Straw", a trapper and hunter, who has not been out of these mountains for over forty years, and who entertained us around the great camp fire at night with his famous bear stories, and other experiences of the early days when Indian tribes and wild animals ruled supreme in this wilderness of great pines, firs and other trees. He has killed about five hundred bears, innumerable lions and even a leopard who had come up from the Rockies of Mexico.

"NAT" SEES HIS FIRST AIRPLANE.

His story of the first airplane which attracted his attention gave all a good laugh. He said: "I was walking along a rocky trail when I heard a growl. I looked around - the roar becoming louder and louder I know then it wasn't a bear, and I thought perhaps I was walking over a geyser like those one finds in Wyoming, and I was sure something was going to 'blow up.'" I looked up and all around me and away up in the sky like a great eagle I saw my first airplane!"

ORGANIZATION DAY OF THE 12TH OBSERVATION SQUADRON.

Organization day of the 12th Observation Squadron was fittingly celebrated at our Willow Creek Camp, in the Mogollon Mountains of New Mexico, on June 22nd. The history of the Squadron was read by Mrs. Walter Bender, to the assembled officers and men. We think all of our history worthy of reprinting, but space being limited, only a few of the more important facts are published.

The Squadron was formed by Major L.G. Heffernan, (then Captain Heffernan) with 150 men selected from 500 Aviation recruits at South San Antonio, Texas, June 22, 1917. Captain Heffernan was assisted in organizing the Squadron by 1st. Lieuts Frank Isabell and Paul V. Burwell. In about two weeks, the Squadron moved to Kelly Field, thence to Wilbur Wright Field, Dayton, Ohio where it remained until December 5th, on which date it embarked on the transport "S.S. NORFOLK" for the front. Arrived at Liverpool, England, on December 25th and then moved rapidly to La Havre and St. Maxient, at which latter place it engaged in a short period of training before going to the front.

At Hill 402 Chaumont, the Squadron took charge of the flying field, and first became acquainted with Neuports and Spade. At Orchez our first mission was performed over the sector held by the 26th Division, and it was at this place that the first casualty occurred. On May 10th, 1918, Lieut. Angel, pilot and Lieut. Emerson, Observer, were killed in a crash near Beuconville. Also our first mission was successfully performed by Lieuts Baker and Stuck, Major Brereton and Lieut. Hughes, Capt. Saunders and Lieut. Haslett.

The Squadron took a prominent part in the great counter offensive in the Chateau Thierry sector, which was launched July 18, 1918. During this engagement the Squadron lost five officers.

After the destruction of the St. Mihiel salient, the Squadron moved to Remicourt, preparing for the big operation which began in the Argonne-Meuse district on September 28, 1918. In order to keep up with the rapid advance it was necessary to move to Julvicourt, and the organization was operating from this place when the armistice was signed.

During the period in which they were actively engaged, May 11th to November 11th, 1918, the Squadron made a total of 1268 flights, which amounted to 1374:20 flying hours. During most of this time there were fifteen pilots and fifteen observers available (average) The Squadron lost 7 pilots and 4 observers (killed). On November 18, 1918, the Squadron moved to Germany and took station at Treves, remaining in this sector until June 3, 1919, upon which date they embarked for the United States. On December 28, 1921 the Squadron took permanent station at Fort Bliss, Texas and formed part of the border patrol.

Just before we left Germany the following extract was taken from speech by Brigadier General William Mitchell, Army Air Service Commander, Third American Army.

"The Twelfth Aero Squadron (12th Observation Squadron) is known for the wonderful work accomplished by its pilots and observers who were ever ready and willing to accept the tasks assigned them, never failing to complete their missions and always getting results of great military value. The greatest part of their success was due to the low altitude at which they flew, regardless of anti aircraft and machine gun fire. Many times meeting the enemy in the air some of which were disposed of by their ships. Their work has never been equalled by any observation squadron and they undoubtedly have the best squadron of its kind in the American Air Service."

PRIVATE "ED" TELLS ABOUT THE TRIP TO ROCKWELL FIELD.

To the editor
a.s. news letter
Wash'n dist col

91st obs. sqdn
Rockwell field jul 23/24

Friend Ed

In my last no I layed bare the inside reasons why the ninety 1st squadron was sent to Rockwell Field & this wk I will regail our subscribers with amusing antidotes abt our trip down here & 1 thing in another irregardless of the fact that Lt Greene the transportation officers says I should better lay off of the history of our voyage down here and confine my talents to writeing a funny piece abt how & the h--l were going to get back.

Well Ed I dont want to knock nobody but if Lt Greene had of made the proper uses of his opportunitys this squadron would now be in possession of prac -

tically all new trucks instead of the same old ones which first saw the lights of day back in the Cadillac age as I have nicknamed the late war. Here's what come off Ed and our readers can judge for themselves. Our truck train is making its way down the mountain grade near San Luis Obispo & as it is all down hill every thing is rolling along practically unassisted when all of a sudden a chevrolay driven by a gal makes an unprovoked attack vs one of our 5 ton trucks & right there is where I claim the transportation officer should of showed his resourcefulness & knowledge of the customs of the service by sheving at least 6 or 7 of the oldest trucks over the bank & the h--l & gone 1 or 2 thousand ft down the beautiful Calif mountainsides & sat down & executed a survey whilst the o.d. paint was still visible on the chevrolays mud guards to prove it. Lt. Greenes alibi is that he was all set to do this very thing & had even removed the serviceable parts of several veteran vehicles to the viz the horns and gasoline preparatory to accidentally & unavoidably boosting them over the side of the topography when whom should appear but capt Hanley & Lt Marriner & right away capt Hanley seen that the chevrolay was more or less cracked up & Lt Marriner who is an observent fello noticed that it was drove by a member in good standing of the fair sect & then the both of them noticed that the driver was further & more good looking & the etc. So capt Hanley says what arrangements have you made for takeing care of this civilian car and occupants which you have just knocked for aghoul & Lt Greene says laimely well capt Im makeing out the surveys just now for our trucks which will be demollished as a result of the reckless driving of this feend in human form. How do you get that way says capt Hanley takeing another look at the gal to make sure cant you see by the position of the car & the expression on this little ladies face that no govt property could have been damaged beyond fair wear & tear so you better save your surveys untill a more appropriate time as for inst when 1 of these sea going Calif stages comes busting along the middle of the road abt 6 ty miles a hour & then can we maybe get rid of the whole tuck train to say nothing of raiseing h--l withthe stage.

Well, Ed this would appear like a fair proposition on the face of it & should have been productive of results but it seems that wearas these Calif stages has a habit of going out of their way to chase the light traffic off of the roads & even up trees & into road houses & other safe retreats they dont seem to rollish the idea of any entangling alliances with no 5 ton trucks when same are ghided in a manner of speaking by soldiers. & so the long & short of it is we arrived at the shores of this insullar possession on the board of the same automotive airpooms with which we left Crissy Field & Lt Greene is now wondering how hes going to get the collection back to the home mewseum.

I expect our readers is all worked up to know what we have been doing since our arrival & to bgin with although we journeyd down here withthe full intentions of grabbing ourselves off a good sized rest our officers should ought to have realized in the 1st place the importance of at least looking as if complete rest & plenty of wholesome good was what they needed the most. & there Ed is where they fell down by not leading off upon arrival with some of the more finely trained down officers like capt. Peabody 1st Barnet & Lt. Miller & have these comparatively emaciated birds totter into Rockwell field headquarters & collaps on chairs & the etc. Instead the 1st major Arnold knowed the ninety 1st squadron is in his mist is when he hears his office floor creak & upon looking up from what he laughingly calls his work sees the following line up completely filling the foreground & shutting out the sunlight from L to R to the viz - Caps Hanley, Signer & Beeson

Lts Benton, Marriner, & Taylor

total wt 1200 bbls.

Well Ed major Arnold is a man of action & takes one slant at all this pulcritude & before anyone can say well major here we are all tired out & in need of plenty of sleep & holesome food & it is true that they have reduced the price of beer in Teawanna well Ed as I was saying the 1st thing that happens major Arnold calls in Lt Seefert & says make up a list of athaletic events with plenty of running around & sweating & the etc we got to recondition the ninety 1st squadron & from the figures now before me he says it looks like it might take some time. Have the hand ball & tennis courts reinforced he says & chase them jack rabbits off of the baseball diamond & get out the hoss shoes & guns & ammunition & aqua plains & all them things that appeal to big strong men like these boys here which are anxious for action and exercise. & leave us have a tournament he says Rockwell vs Crissy which will last all summer & if anybody has any conflicting work they can pollish it off before breakfast or after supper.

Well Ed thats what they done & from last reports Crissy Field was coming along strong in 2nd place in as far as pts was concerned but in 1st place in regards to total wt lost.

Hoping you are the same,

Ed.

A LETTER FROM THE EDITOR

Dear Privut A-1 Ed:

Yu coulda knocked me for a ghoul when i seen in the notes i received from Wilbur Wright field that yu was due to be sentenced to serve a term at the fairfield deepot. i suppose yuall be sorry to leave that dear old crissy Field in gen & Frisco in partikular howsomever i aint got no reason to dope it that yuar new assinment wont be all jake unless they give yu a job as effishency xpert or sumethin.

Well that what yu got to xpect in this mans army soon as yu get akwainted with a place & yu comence to like it yu are shoed off to anuther place & like a pitcher what is waved out to anuther leeg yu gota study the ropes all over agin. Down here in the Chief's office there was a grand clean up on July the first. You coulda thot it was March the 4th after an elekshun & a lota familiur faces is missin, also a lota new faces look up inquirinly at yu acrost the varius desks & yu gota introduce yurself. Since the departure from this town of voteless citizens of Col. Fechet, Maj. Fickel, Capt. Seaton, Lt. Konyon & the etc. the hard-heads, spots, perch, trout and seatoads down at Shadyside on the Chosapeek are starvin & lookin thin & emashoeated & paille about the gills for lack of those nice fat bludworms wich cost at the Sport Goods stores moare than the averig person cud afford. Lt. Brown the big feller from Yale what used to stop them Harvard football boys dead in there tracks & who worked so hard on the world flite was sent up to Beantown Boston for a rest & mebbe to kid the Harvard collige boys along. Lt. Wright the bird what put the air in airways Lt. Haynes the oil (not Teapot) xpert Maj Drennan the funny story dæspenser, Tiny Harmon the little feller what was considered Washington's famus football referee Capt. Volandt the financial geenus & the etc have scat far & wide & the place sumhow dont look familiur any moare.

Well Ed before yu leave the beautiful calif mountins i wish youd loeve the job of writing knocks from Crissy to some bird what dont have the writers cramp as we down here want to hear moare abeaut the 91st onct in a wile. A feller by the name of Sharon (not the ferry man) writes the stuff from Fairfield on pink paper. Evertime i open the envelope i mechanically start lookin for the base ball score whether Wills will fight Dempsey and who is the latest goluf champ.

Speakin of the grand national game (not goluf) remind me that I seen from the notes of yur contemperory at Rockwell Field that yu was pitchin for the 91st & that they wallopt yu 3 to 1. How cud a pitcher win if his team dont bat vs the curves of the opposin twurler This town is baseball crazy as our team has got a loo in for the pennunt if they win it a KuKlux riut will be a peace conf by cumparison. i got a funny one to tell yu Ed about the team here as represents the Air Service Outside a few swedes such as O'Brien, Hennessey, O'Keefe & the etc the rest of the team is nutral the only team in the leeg they got the injun sign on is the soldier outfit what represents the Distrik of Wash & all as the Air service boys got to do is to throw their gloves out on the diamond & start kiddin the empire the other day the Air Service boys made a record that never was & never will be ekallo three batters leaned vs the pitchers slants for singles & not one of them reached a speakin akwantance with scund How cum, yu ask; woll it was like this all three of em was suddently scoozed with sloopin sickness & the rivul pitchor caught on napping off first in quick concussion. Between yu and me it was unforchunate that there was no holes around in wich the sheepish wouldbe baserunners cud make a quick exit from public view cause wo was given the most interestin alibis yu cud imagine dter that onfortunate eposodo. i aint heard wether the mgrs hare turned red or white. cud yu picture what McGraw or Ty Cobb would say in a case like this

I got a hard life here gettin news for the news Letter the stations at Scott field, Shinoot, Langley, Mitchol, Solfrich & other places moare or less important musta stopt broadcastin for the summer and as a result news is scarco. i half believe goluf is to blamo.

Well, Ed i got to ask yu not to be skoered to be rough with the old typewriter thares plenty more of em in the Qmaster Corps. Lot me hear from yu realsoon mobe yor change to Fairfield will give yu lota chances to tune in on new idears. I half to sign off now & get on the job for the next number. Hoping yure the same.

NOTES FROM AIR SERVICE FIELDS

Kelly Field, SanAntonio, Texas. July 12.

TENTH SCHOOL GROUP: FLYING: Transformation training to SE5's, ME3's and NBS1's is now being given to the whole student class prior to their detail to specialize training. (Ky)

Capt. A.B. McDaniel recently returned from cross country trip to Louisville, and Nashville, Tenn, where he used the smoke screen ship of the 68th Service Squadron in giving demonstrations at carnivals hold at those places.

1st Lieut. George E. Rice just returned here from a cross country flight in a DH4B1 to his home in Thermopolis, Wyo. and reports a very interesting flight. On the return trip he was delayed 24 hours at Chyenne, Wyo. on account of rain. At Dermott, Texas, he was forced down by engine trouble. It was necessary to change motors before the trip could be completed, and so Lieut. Rice was brought back to Kelly Field by Capt. L.L. Harvoy, who flew a DH to Dermott. A new motor was later taken to the disabled plane by Captain A.B. McDaniel and Lieut. Warner, flying a Martin Bomber.

The 68th Service Squadron sent wrecking trucks this week to Wallis, Texas and to Corpus Christi. In each place a disabled DH was repaired and placed in flying condition for return to the Field.

RECREATION: About 35 members of the 43rd School Squadron spent the 4th of July at the Squadron Rest Camp on the Modina River.

The 41st Squadron celebrated their second anniversary on July 9th. A splendid dinner was enjoyed by the members of the Squadron and a number of guests, among whom were Major and Mrs. H.M. Hickam, Capt. and Mrs. Bubb, Lieut. and Mrs. Heffley, Captain McDaniel and Lt. Rice. Following the dinner a highly successful dance, attended by quite a number of guests, was given by the members of the organization as a crowning event of the occasion.

The 42nd School Squadron celebrated their second anniversary on July 6th with a large barbecue and outdoor sports at New Braunfels.

The 68th Service Squadron Baseball Team won the championship of the School Group by defeating the 40th Squadron Bombers 10 to 4. The team is hard at work in preparation for a three-game series with the 8th Attack Squadron for the Post championship.

PERSONAL: Lt. Ralph A. Snavely, recently of the 10th School Group, left on July 7th on a twenty-day leave of absence, upon the expiration of which he will report to Fort Mason, California to await transportation to the Philippines. Just before going on leave, Lieut. Snavely married Miss Koeler of San Antonio.

Captain Donald Wilson, who has been commanding the 42nd School Squadron, was ordered to duty in Washington and leaves shortly. Lieut. Duncan succeeds him in command of the organization.

Lieut. Walter R. Pock was transferred to the Third Attack Group, where he now commands the 90th Attack Squadron. Lieut. H.W. Long, who succeeded Lieut. Pock as 10th Group Supply Officer was transferred to the 41st School Squadron.

Lieut. Kenneth McGregor, transferred from the Air Intermediate Depot, was assigned to the duties of Group Supply Officer, 10th School Group.

Lieut. Auby C. Strickland and Miss Mary McCament were married July 1st at the home of the bride in SanAntonio. After a brief honeymoon in Colorado they will return to Kelly Field.

Lieut. James A. Woodruff has been assigned to the 43rd School Squadron as Engineering and Operations Officer.

MISCELLANEOUS: On June 27th the 70th Service Squadron, inactive, was put on the active list and attached to the 10th School Group, with Lieut. R.D. Moor in Command. Shortly after its organization, Captain James F. Doherty arrived for duty at Kelly Field and was assigned in command of this squadron. Lieut. Moor will be Engineer and Operations Officer. The organization consists of two officers and 164 enlisted men, the latter having been transferred from various organizations of the Third Attack Group. Most of the men are on special duty in the Group. The 70th Service Squadron is occupying barracks and hangars No. 13 and 14, formerly occupied by the 60th Service Squadron. The Airways and Headquarters planes will be assigned to the squadron for maintenance. The personnel of the organization is in high spirit and claims to have the best mess on the field. They are starting in to give the other service squadrons some keen competition.

ACCIDENTS: An unfortunate accident occurred at New Braunfels on the 12th of July, when Private John Stone of the 42nd School Squadron was drowned while swimming in the Guadalupe River. Private Stone was at the Rest Camp of his organization for the week-end and was swimming with some others, when he got into deep water and not being a good swimmer, he went down. None of his companions could swim and before help could be obtained he was drowned.

THIRD ATTACK GROUP

Fifty-one C.M.T.C. students from Ft. Sam Houston were given flights on July 3rd. This was done by the personnel of the Attack Group, although it required the entire officer strength of ten to turn out. The students were very enthusiastic and seemed to enjoy their flight to the utmost.

Demonstrations of low altitude bombing, using 50-pound demolition bombs, were conducted for the students.

Lieut. J.E. Duke was operated on for appendicitis at the Station Hospital, Ft. Sam Houston, recently, and is convalescing nicely.

Kelly Field, San Antonio, Texas., July 18.

TENTH SCHOOL GROUP HEADQUARTERS, TENTH SCHOOL GROUP, KELLY FIELD, TEXAS.

Dear Al:

Well, Al, by special arrangement with the boss of the Air Service this organization was increased from 35 men and 2 officers to 100 men and 4 officers on June 27, 1924. About 40 men were transferred from the 3rd Attack Group and 1st Wing Headquarters. 1st Wing Headquarters was made inactive the same day, and this organization designated as its active associate.

Lieut. Matthew E. Finn will be C.O. same as before. He is also Adjutant of the 10th School Group and Secretary of the Air Service Advanced Flying School.

To date barracks have not been assigned, a fine time is being had by all in keeping track of the outfit. 74 men are working in 25 places and are rationed and quartered in 14 places.

Lieut. Fitzgerald was asked for a radio broadcasting set, but he said he wasn't putting out. That may have something to do with the high price of cheese in Houston, Who knows,

Well informed men of the Detachment are wearing G.I. haircuts these days. Reminds me of that sale at Blum's. They have "Todo Se Va" (Everything Goes) for a motto. Lieut. Heffley our second in command said the only bad thing about it was the effect on the jelly-beans. Our handicaps Bivins, Hillyer, Hay, Putman and Mayes will have to do something in a hurry if they are to make a good showing at the dance Friday. There ought to be a good sale for wigs after Saturday.

Master Sgts. Kolinski and Wiseman have received orders to sail on the August transport for the Philippine Department. Sgt. Kolinski completed the course of training at the ASAFS July 10th and is now a sure nuff pilot.

This morning I asked Lieut. Finn for a ship to use for such purposes as taking the morning report up to him for initial and little things like that. I thought it was a good idea but he had a better one than that. I didn't know he was wise to my blond in San Marcos, or I wouldn't have asked for a D-H. I'm not disappointed tho. If I can't get a ship I can wait on the line until he lands and tell the Cadets and 43rd Squadron recruits about Hula Hula dances and Swipes like we used to see and drink in the Islands.

Dryly yours;

Left Bank,
Indoor Pilot, AS.HDC.

Brooks Field, San Antonio, Texas. July 14.

There wasn't much news last week, but there should have been; for over the 4th of July week-end the Post was about as populous as a grave-yard in darky-town. However, nobody seemed willing to say where they had been or what they'd be doing, except Lieut. J.B. Haddon who flew up to Kansas City to see the races. He landed at 2:00 o'clock and the races were called off at 2:15 p.m. - where he'd been wasn't all he said tho!

When Lieut Clements McMullen was pressed for details, he cautiously admitted that 'no one had been killed' on the party he had attended.

Lieut. Mayhue, McAllister and Young are rumored to have been on a Gamma Phi Beta house party at New Braunfels. They haven't said very much, but from certain snapshots, not as yet made public, they MUST have had a good time.

The already very small class of student officers will be further diminished by the departure of the National Guard officers, Lieuts J.H. Douglas, Hartsfield, Peterson and Meadows of Tennessee, Bell of Indiana, Rentz of Minnesota and Willis of Texas. The above have all entered heartily into the activities of the Post and it is with regret that the remainder of the class bids them goodbye - and good luck.

Lieut. Bob Wimsatt and Lieut. and Mrs. L.M. Merrick will also soon be numbered as missing from the Post as orders to Panama is what they drew. They say that the climate down on the Isthmus is very trying - but then, there are compensations. The Post extends its good wishes for success at the new station.

Lieut. Lloyd E. Hunting of this years class will take over Lieut. Wimsatt's duties as Mess Officer.

While the present class of student officers has lost some of its members, it has just gained three new 2nd Lieutenants - George F. Schulgen, Harry W. Coon and Sheldon B. Edwards have just received their commissions and have moved from the Cadet Barracks to the Bachelor Quarters.

Lieut. Clinton F. Woolsey has just returned from a fourteen day leave to his home in Michigan and reports that the longer he stayed away from San Antonio, the more it appealed to him.

Lieut. Gordon T. Waite has also just returned from leave and will join the next class.

Lieut. Oscar A. Proehl is the latest addition to the dog-owning fraternity. His claim to membership consists of one diminutive and alleged member of the German Police variety. Claims of great intelligence and high breeding for his pet by the Lieutenant, but the Post and more particularly his immediate neighbors in the Bachelor Quarters remain skeptical.

Well, as the darky said when he sat down and broke his quart bottle - "The party am come and gone". The party given for their instructors by the student officers "came" at Landa Park, New Braunfels and in the going a thoroly good time was had by all.

Considerable discussion has arisen as to the most humorous event of the evening and opinion seems divided between Lieut. "Red" Smith's efforts to strain the 'butterflies' out of his tea and Major Van Nostrand's solo around the dance floor on an ancient bicycle.

Camp Nichols, Rizal, P.I. June 22nd.

The Post is taking on a most tidy look lately - most of the construction work has been completed and practically all the buildings have been painted. We hear there is a movement on foot to fix up a new recreation room. We hope this is true because during the long rainy evenings we need something to help pass the time away.

The Sixth Photo Section has decided that at last they are to have their new building completed. They have waited patiently for this and with their new and improved surroundings they should be able to do more and better work. The Section has been doing excellent work under the conditions available and much commendation is due them.

Headquarters has a new source of worry - the next boat takes our Commanding Officer and our Adjutant back to the homeland - we had hoped they would put in for an extension but so far we see no signs - the Post will not look familiar after the September transport - we lose so many of the "old-timers".

Owing to a shortage in gasoline and to the rainy weather very few flights were made the past week. On the 20th, Lieut. Dunton, Pilot and Lieuts. Maxwell and McIver, passengers, flew to Clark Field in a Martin Bomber, returning same date.

The 66th Service Squadron reports much progress on the construction of the new hangars the past week. With the old steam boiler and mixer securely placed inside the main hangar, safely out of the weather, surrounded by large piles of sand, gravel and cement, the concreting of the hangar floor went forward rapidly. The floor of the generator room was completed, as was that of the machine shop; in addition to about one quarter of the slab in the woodwork shop. The total yardage was 70.52 or a daily average of 11.75 yards, which kept Staff Sergeant Lentz and Sergeant Hughes busy setting forms and forced some of the men to work overtime nearly every day in order to finish the concrete poured.

The crew has been busy placing the conduit for the power lines from the generator and the woodwork and machine shops, Saturday morning one of the 15 K.W. generators was blocked up in place on the floor for the concreting of its permanent foundation.

Lieut. Dinger, the Squadron Commander, left the job long enough to introduce Lieut. Bogert, to one of the 66th's own ships, No. 24-116, which recently had a new motor installed. The Squadron says its a good ship, and they ought to know.

Notes from the 42nd Air Intelligence Section:

The 42nd has been rather active lately, a glance at the guard report is conclusive evidence of this.

Private Snead is still casting around for a "fair one". After a careful survey of local conditions he has given up in disgust and is now making application for discharge by purchase. Evidently loves' young dream refuses to be blighted. If his application is approved we will advertise for an applicant to fill his vacancy in this manner: Wanted: A young and ambitious man to fill vacancy in the 42nd. Few slight qualifications necessary such as knowledge of Tagalog, Visayan, Ilocano, Ifuago, Spanish and English. Applicants subject to frequent or violent "Affair de Amour" will not be considered.

Social Notes:

Among those entertaining at the tea dansant at the Polo Club, Wednesday evening were Captain and Mrs. Rosenham Beam and Lieut. and Mrs. K.N. Walker.

Lieut. and Mrs. Guy Kirksey, recent arrivals in the Philippines, are at home to their friends at the Saint Anthony Hotel, Calle Dakota.

Lieut. Arthur Vanaman, who recently returned from a tour of China, is a guest at the Army and Navy Club until Mrs. Vanaman's arrival from Camp John Hay, Baguio.

Camp Nichols, Rizal, P.I. June 16.

Headquarters is busy "doping" out the new cost system - even the Sergeant Major has forsaken the special duty lists and is trying to decide "what is" and "what aint" - of course, everyone who gets stumped comes in and asks us the way out we've made it a rule to tell them if we know and if we don't know we tell them anyway. However, "everything comes to those who wait" and we hope that will eventually prove true in this case.

First Lieutenant Arthur W. Vanaman, who has been touring in China for the past two months returned to this station. He is at present in Sternberg General Hospital for a minor operation. He will report for duty in a few days.

The following enlisted men of this Station, in charge of First Lieut. Jack Greer, left Monday morning for Fort McKinley to compete in the Philippine Pistol-Rifle Tournament: Staff Sergeant Shaefer, Sergeant Bathoy and Private DeBall; all of whom made excellent records during our last target practice. We expect them to do good work for the Air Service during this Tournament.

1st Lieut. Howard Bogert was assigned to the 66th Service Squadron as temporary Adjutant during the absence of Lieut. Jack Greer.

The 66th Service Squadron reports that so many changes have happened to their Engineering Department during the last few weeks that they have no more non-coms, just old fashioned foremen and time keepers. They say that is all that is required from the new circulars and forms that Headquarters has so kindly sent them. It is evident that some one else is struggling with the new "cost system".

Operations this week consisted of the following flights: On the 10th, a formation of three NBS1's and one DH, Lieuts. Dunton, Maxwell, and McIvor piloting the Bombers and Lieut. Kirksey the DH, flew to Clark Field, returning same date. On the 11th, Lieuts. Bogert and Walker, piloting two DH's, with Lieuts. Gamblin, Air Service and Skelton, Infantry, as passengers, flew to Clark Field, Lieuts Bogert, and Walker returning same date; on the 12th, Lieuts. Dunton, Maxwell and McIvor, after receiving a weather report from Clark Field "Cloudy, calm, good for flying" - took off for a formation flight in three NBS1's, at about 8:45 a.m. At about 9:20 a.m., Lieuts Dunton, and Maxwell returned to the field, having run into a hard rain-storm a few kilometers north of Manila. At 9:40 a.m., a radio was received from Clark Field to the effect that Lieut. McIvor had arrived there in good condition. Lieut. McIvor made the return flight, landing at this field at about 11:00 a.m., same date; on the 13th, Lieuts. Dunton, McIvor and

Walker flew in a formation of three NBS1's to Clark Field, ferrying two NBS1's to that field for storage. Lieuts. Dunton and Walker returned the same date with Lieut. McIvor.

Notes from the 42nd Air Intelligence Section.

The 42nd made an appearance at Paranaque Beach recently, after purchasing the latest in bathingsuits, and nearly everyone was stung by jellyfish - the jelly fish evidently liking the new suits - Private Endler says he had a most narrow escape - he was swimming along when a breaker threw a jellyfish at him and would have hit him right in the face but fortunately he had his mouth open.

Sergeant Wilkins is looking for sympathy - Says he wouldn't mind missing a boat by two or three days or even a day and a half, but to miss one by one day is the last straw.

Rockwell Air Intermediate Depot, Coronado, Calif. July 25.

Early this week Rockwell Field officers avenged the defeat they suffered at the hands of Crissy Field officers last week, when they walloped the northern aviators by a 3 to 1 score in a hot baseball game at North Island. The Crissy Field men beat Rockwell 407 to 406, in a trapshooting match and revenge was wrecked on the baseball diamond. Just before the game started it was found Rockwell Field could muster only eight men to fill the nine places and Major W.A. Robertson, a retired Rockwell flier, was pressed into service from his seat in the grandstand. Captain Ervin's slants baffled the Crissy Field men, while the Rockwell fliers touched Lieut. Greene for enough hits to send three San Diego fliers scampering across the home plate.

The following report on Forest Fire Patrol was submitted by Staff Sergt. Cecil B. Guile, 91st Squadron upon his return to Rockwell Field July 16th:

Sergt. Guile received instructions from Captain John W. Signer, Operations Officer, 91st Squadron at 2:30 p.m., Monday, July 14th to report to a Mr. Chester Gordon of the forestry service at Newhall, Calif. for duty in connection with the forest fire patrol in that locality. Taking off at 3:00 p.m. he arrived at Newhall at 4:30 p.m. and found Mr. Gordon waiting for him on the field. They took off and followed the Southern Pacific Railroad east to the Mojave Desert, thence along the edge of the desert until the fire was located, about 25 miles due north of Newhall. At an altitude of 7000 feet they flew over the fire several times and thence west over wooded districts for about 40 miles, thence back to Newhall, arriving at 6:30 p.m.

On July 15th considerable troubles were experienced with gasoline. After draining the main tank the ship was refilled with high test gas which had been sent for from Los Angeles. After careful inspection of the plane and cleaning and checking of the engine, the ship was ready for patrol about noon, and the Sergeant and Mr. Gordon took off on a short patrol looking for a fire, reported to have just started to the west. They located some smoke which turned out to be a wood fire in an oil camp. They then flew over the big fire and Mr. Gordon drove over to the fire and directed the operations of the fire fighters.

On July 16th a patrol was made in the morning and another in the afternoon, the return trip being made to Rockwell Field in the evening.

The 91st Squadron, having won two out of three meets at the Horseshoe Contests, were suitably rewarded with a handsome trophy, equine in appearance, suggestive of their former lives, and reminiscent of their homes and first love.

The U.S. Army Transport "Somme" arrived at the Naval Air Station dock early Thursday morning, July 24th, with a cargo of 67 tons of freight, including a launch for the Rockwell Air Intermediate Depot and will depart July 26th with a consignment of 94 boxes, or 113 tons of freight for the Atlantic Aircraft Corporation, Hasbrouck, New Jersey. This shipment consists of DH airplanes which are to be remodeled by the eastern firm.

Under the provisions of Section V, Air Service Circular No. 65-11, dated March 12, 1924, an Inspection Department has been organized at this depot and is now functioning in a very efficient manner with the following personnel:

Captain R.G. Ervin	Chief Inspector
Joe E. Hopwood	Asst. to " " for the Depot and Station Supply Departments
James Krull	" " Chief Inspector for Aero Repair & Final Assembly
George W. Robinson	" " Chief Inspector for Eng. Rep. & Mch. Shops.

Wilbur Wright Field, Fairfield, O. July 24.

Senator Simon D. Fess and Congressman Roy Fitzgerald visited the field during the past week when the Reserve Officers were in camp and expressed themselves as being much pleased with conditions here.

Lieut. Jas. B. Carroll, A.S., C.O. of Richards Field, Kansas City, arrived here July 22nd for the purpose of ferrying a new ship back to his home station.

Capt. Henry J.F. Miller, on detail with the Militia Bureau looking after Air Service activities, arrived from Washington on July 21st.

Major George H. Brett, Chief of Field Service Section, and Lt. Carl A. Cover Chief of Maintenance Branch, left on a cross country trip to Washington on July 21st for a stay of three or four days.

Captain Calvin Giffin, en route from Kelly Field to Boston, Mass., stopped at the field on July 18th to have some work done on his plane.

Lieut. Earl T. Hoag, on duty in the Office Chief of Air Service, was a visitor at Wilbur Wright on July 16th.

Lieut. G.E. Ballard left for Middletown, Pa., where he expects to remain for several weeks making a general inspection of airplanes and engines and certain classes of spare parts now in storage at that Depot.

Mr. W.D. Kennedy, Asst Chief of Maintenance Branch, Field Service Section, left on July 15th for New York City, and with Lieut. Clayton Bissell left on the Cruiser MILWAUKEE on the 19th for Newfoundland, Labrador, and possibly Greenland. The purpose of their trip is to render assistance to the Round-the-World flyers when they reach the North American continent. The fact that the flyers have made unusually rapid progress over the continent of Europe has caused the preparations at this end of the line to be speeded up to a considerable extent. The exact duration of the cruise of the MILWAUKEE in northern waters is not known, but it will probably last from six to seven weeks. About 9,000 pounds of spare parts and other supplies for the use of the world flyers was placed on board the Cruiser, and these supplies will be available for Lieut. Lowell H. Smith and his associates at whatever point they may be needed. It is understood that a ship from Denmark will give aid to the flyers as they fly from Iceland to Greenland.

Hqrs. 2nd Div. Air Service, Fort Bliss, Tex., July 19.

The airdrome at Nogales, Ariz., has been moved to Tucson, Ariz., and work of erecting buildings and hangars at that place has commenced. The men from the squadron who were on duty at Nogales as caretakers will go to Tucson as caretakers for the airdrome there.

The First Cavalry Division Horse Show held at Fort Bliss on July 10th, 11th and 12th was a big success and well attended by El Paso citizens.

Intensive preparations are being made by the 2nd Division Air Service for the Reserve Officers' Camp to be held at the airdrome in August. All planes are being put in the best possible condition, radio installation checked, bomb racks installed, etc. Separate rooms have been constructed for each reserve officer in one section of the barracks, a mess hall built, etc.

Lieuts. Douglas, O'Connell, Gale, Weddington and Clark made a flight for purpose of aerial review and exhibition for the Governor of New Mexico on July 15th. Lieut. Howes, U.S.N. was observer in Lieut. Douglas' plane and Lt. Crowe observer in Lt. O'Connell's plane.

Lieuts. Morris and Werthington, Reserve Officers, flew cross-country July 18th to Brooks Field for temporary duty at that post.

Lieut. Clark, with Lieut. Caldwell, U.S. Navy, made an airways flight to Denver, Colo. on July 19th. While in Denver, Lieut. Clark visited his wife who is a patient in the Army Hospital at that place.

Lieut. Douglas flew cross country to the town of Arizona bearing his name in order to inspect the airdrome and bring Lieut. Vollentyne to this station.

Hqrs. 2nd Div. Air Service, Fort Bliss, Texas, July 25th.

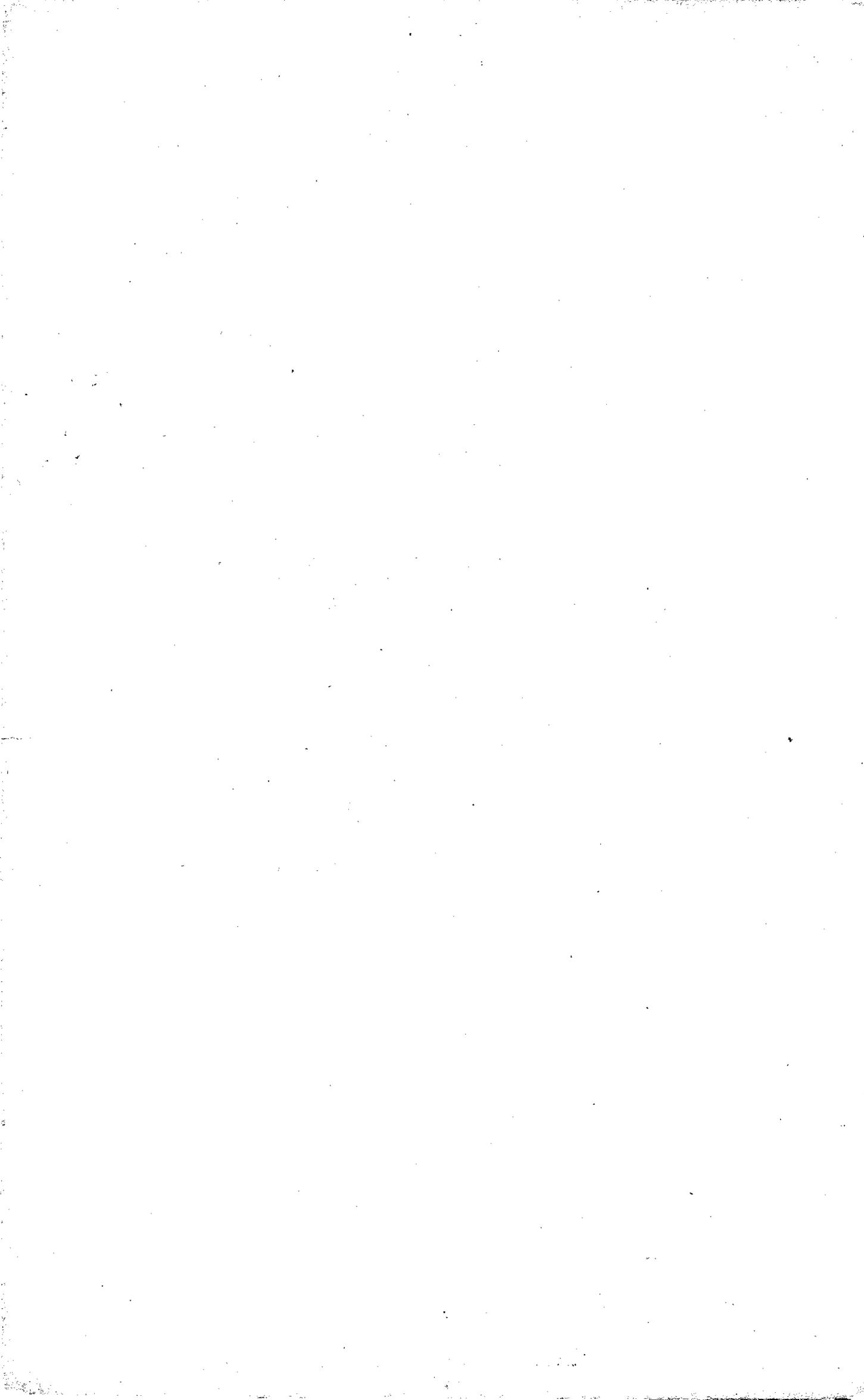
The Second Division, Air Service, came out victorious once more when they defeated the Wm. Beaumont General Hospital in a game of baseball, score 9 to 2.

Charles W. Mayse, a civilian pilot, with his wife arrived at this station from Hurley, New Mexico, on July 22nd.

Lieut. Clark with Major Denner flew cross-country to Tucson, Ariz. and return

Lieuts. Conroy and Duncan from Kelly Field were visitors at this station, the former arriving on July 23rd and the latter on July 25th.

Lieut. Clark was scheduled to make a cross-country flight to Denver, Colo. on July 26th and Lieut. Gale to Albuquerque, N.M. on the 27th. V-5265 A.S.



Information Division
Air Service

September 15, 1924

Munitions Building
Washington, D.C.

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

FOR RELEASE SEPTEMBER 15, 1924

AROUND THE WORLD FLYERS RETURN TO THE UNITED STATES ✓

Back to their own country, the American round-the-world flyers accomplished what they set out to do, touching American soil again over five months after their departure from Santa Monica, Calif., on March 17th last.

They reached the Boston Airport on the afternoon of September 6th, and to say that they were enthusiastically greeted would be putting it mildly. Landing in the waters of historic Boston Bay about 200 yards from the Airport landing field at 2:08 p.m., they were greeted by a salute of 21 guns, the National salute tendered only to Presidents of the United States, from anti-aircraft guns on the shore and by the cheers of the thousands assembled for the epochal event, which swelled into one mighty roar of welcome from all America.

Lieut. Lowell H. Smith was the first to land, being immediately followed by Lieuts. Wade and Nelson. Lieut. Wade joined his companions again at Pictou Harbor, Nova Scotia, and made the flight to Boston in another Douglas Cruiser flown to that point from Langley Field by Lieuts. McDonald and Bertrandias, cruel fate in the unfortunate wrecking of his airplane on the start of the flight to Iceland depriving him of the honor of crossing the North Atlantic with his brother flyers.

General Patrick, Chief of Air Service, put out in a Navy launch and headed for Lieut. Smith's machine. He shook hands with the daring leader of the flight. All of the flyers were then picked up and brought ashore, and after several minutes of cheering and hand shaking they were taken to motor cars awaiting them. They had an extremely difficult time making their way through the surging mass of humanity which swarmed around their cars and cheered them to the echo.

The world flyers were a day late in reaching Boston. They had intended to fly direct to that city from Pictou Harbor, from which place they took off at 10:35 o'clock on the morning of the 5th, but a dense fog along the coast of Maine brought about an unexpected landing near Brunswick. They made an easy landing near Mere Point at 5:10 p.m. daylight time, and anchored so near the shore that they had no difficulty in getting on dry land - their first actual touch with United States soil since leaving Seattle.

Lieut. Wade had quite a time of it getting his heavily laden plane off the water at Pictou Harbor, but finally succeeded in doing so on the fourth attempt. The birdmen were warmly greeted by the many summer vacationists and natives in this section of Maine, for the news of their unexpected arrival there spread very quickly. Needless to say, the flyers enjoyed their first honest to goodness American meal since leaving Seattle. They retired early and were up bright and early the next morning getting their machines in readiness for the 150-mile hop to Boston. Taking off at 12:07 p.m., they reached Boston just two hours later.

America again leads in aviation performance, as it rightfully should, since it is the birthplace of aviation. Let us briefly enumerate some of the outstanding feats which American airmen have accomplished in aeronautics during the last few years: First to cross the Atlantic Ocean; first to cross the Pacific Ocean; first to cross the Atlantic Ocean westbound; and last but foremost first to make an aerial circumnavigation of the globe, though strictly speaking they will not have actually accomplished this until the intrepid airmen return to Seattle, Wash.

An aerial journey across the American continent, however, has become a commonplace undertaking by Army Air Service pilots, for many of them, as the public well knows, have made the transcontinental journey at one time or another without difficulty, so it may be safely assumed that the round-the-world flyers will "bring home the bacon" and mark a new epoch in the annals of aviation.

In our last chronicle of the round-the-world flight we left off where the expedition had reached Iceland. For days the world waited for word that the flyers had left Iceland for Greenland. The condition in these remote waters were unusually bad this year on account of the late spring and resulted in an unforeseen delay. Although a great deal was said about the possibility of ice and

weather conditions in the Danish Straits presenting such an obstacle that the flight would have to relinquish the idea of completing the expedition this year, the Air Service never for a moment felt the slightest doubt but that these men who had succeeded in crossing the Pacific Ocean under conditions even less favorable than those experienced in Iceland and Greenland, would find a safe way out of their difficulties.

The Danish steamer GERTRUD RASK with Lieut. LeClair Schulz, Advance Officer, aboard was unable to penetrate the ice barrier off the east coast of Greenland for ten days. This vessel carried the fuel and supplies for the world flight to Angmagsalik, the first hop scheduled in Greenland. Although within 10 miles of the harbor of Angmagsalik, the ice was so heavy that even the GERTRUD RASK, constructed for navigation in ice fields, could not force her way through the heavy belt of floe ice which hugged the coast line. She was pinned fast for days, slowly drifting southward away from her destination. When 70 miles south of Angmagsalik, the ice suddenly released the vessel and she put out to sea again and, much to the surprise of everyone, was able to make her way into Angmagsalik through a lead unhampered.

The ice conditions in the harbor at Angmagsalik caused Lieut. Schulze no little worry, and after a reconnaissance of the situation he decided to place the moorings at a point 15 miles north of the settlement, where floating ice was less prevalent. The conditions faced in landing at Angmagsalik were dangerous, for while a sufficiently large open area undoubtedly could be found where a landing could be made without difficulty, it was very doubtful if an area sufficient in size for the take-off could be found, especially in view of the fact that when heavily loaded the world cruisers require a long runway before taking off.

The conditions that prevail at Angmagsalik are unique. When the GERTRUD RASK arrived at that place the harbor was nearly clear of ice in spite of the fact that a great field of floe ice extended along the coast many miles wide. On account of the narrow mouth of the harbor the tide and wind bring very little ice actually into the harbor itself, and when the wind is from the north the ice is blown seaward, which helps to keep the harbor clear. The fog which had been continually encountered by the vessels of the Navy escorting the world flyers seems to prevail only along the edge of the ice belt, and once this barrier has been passed the weather becomes clear and fine.

If the flyers had decided to use the base established by Lieut. Schulze at Angmagsalik, plans had been made to take advantage of all good weather, which would have resulted in immediate refueling and take-off for the second stop in Greenland the same day. Such a course would have placed the flight beyond the reach of the treacherous conditions with which they would be threatened as long as they were in this vicinity.

Such a plan was entirely feasible, because at this time of the year the sun remains above the horizon for 17 hours and during the remaining hours of the night a strong twilight prevails, during which it would be possible for the airmen to fly without danger. If such a course had been chosen, the second landing in Greenland would, in all probability, have been Frederiksdal, 500 miles south of Angmagsalik and just west of Cape Farewell, the southern extremity of Greenland. Lieut. Smith, however, considered the plan of landing in Angmagsalik too dangerous and decided to make the flight direct from Reykjavik to Frederiksdal, 750 miles, which is well within the cruising radius of the airplanes.

Lieut. Clayton L. Bissell, the Advance Officer for the flight on board the Cruiser MILWAUKEE, succeeded in establishing a base at this place. When the steamer DANERY arrived at Ivigtut with the supplies for the World Flight, she was met by the Cruiser MILWAUKEE, and all the spares and fuel were transferred to the American vessel. The MILWAUKEE with Lieut. Bissell on board then proceeded to Frederiksdal to await the arrival at that place of the World Flyers. The Danish warship ISLANDS FALK had also gone to Frederiksdal where she joined the MILWAUKEE. While waiting at Ivigtut for permission from the Danish Government to establish a base at Frederiksdal, Lieut. Bissell flew one of the airplanes with which the MILWAUKEE is equipped to this place, and after his return one of the small boats from the American vessel, in command of Ensign Fines, was sent to Frederiksdal in advance with fuel and supplies to establish the base.

Having decided to give up the idea of using Angmagsalik as a base, Lieuts. Smith and Nelson made all preparations to fly direct to Frederiksdal from Reykjavik. Iceland, on August 18th. Unfortunately, their attempts to get off the water were attended by a minor accident to each cruiser. Lieut. Smith's plane broke the spreader bar between the pontoons and Lieut. Nelson's propeller was broken. These

ordinarily small misfortunes were magnified by the fact that all supplies and spares had been placed on the cruiser RICHMOND in order that in case of trouble along the coast of Greenland the necessary spares to carry out immediate repairs would be available and this vessel had already put to sea to take her position to guard the passage of the flight. No repairs could be made to the damaged parts until the Richmond sent these materials back to Reykjavik. This resulted in a delay of three days, and during this time Lieut. Smith was continually in touch with the GERTRUD RASK in Angmagsalik, hoping that the delay would give Lieut. Schulze an opportunity to seek out a solution to the dangerous ice conditions which would make it unnecessary to take the long hazardous flight from Reykjavik to Frederiksdal.

The efforts of Lieut. Schulze proved unfruitful and on the night of August 20th the two world cruisers were made ready to leave their base for the long flight to the south end of Greenland, made necessary by the unsatisfactory conditions at Angmagsalik.

The Commanding Officer of the Flight proposed to take advantage of every bit of daylight and planned to leave Reykjavik at 3:00 a.m. Due, however, to the unusually heavy fuel load, it was not possible to get away before 8:15 a.m. on that day. The Cruiser RICHMOND had left Reykjavik immediately after turning over the propeller and spreader bar and was steaming to take her position in line with the other Naval vessels to guard the passage of the Expedition across the Danish Straits.

Lieut. Locatelli, the Italian Aviator, who had caught up with the Americans, took off a short time after the two World Cruisers to accompany them on the long dangerous voyage. All day the War Department awaited news of their progress and throughout the day news filtered in that they were still in the air, having passed another one of the Naval vessels guarding their passage and though definite news was lacking, this was considered a good omen.

The flight landed at Frederiksdal at 6:15 Greenland time, after 12 hours and 55 minutes in the air, completing the longest and most hazardous single flight of the entire route.

Lieut. Locatelli, the Italian flyer, was forced down on account of fog after he had passed the last station ship located 217 miles east of Cape Farewell, Greenland. For several days nothing had been heard as to the whereabouts of Locatelli and his companions and grave fears were entertained for his safety. The Cruisers RICHMOND AND RALEIGH, assisted by the Destroyer BARRY, conducted a systematic search for these airmen. No trace was found of Locatelli at any point along the coast of Greenland. At last, after three days of fruitless search, the Cruiser RICHMOND by the merest stroke of good fortune found Locatelli at sea, 125 miles east of Greenland. He had been forced to land on the water due to motor trouble and was unable to arise. There did not seem to be one chance in a thousand that Locatelli and his three companions would ever be rescued, yet they fought to keep their frail and unsteady craft afloat, and they were in the end rewarded, as so many other aviators have been rewarded by rescue when it seemed impossible.

On August 24th the American aviators reeled off another lap on their round-the-world flight, when skirting the coast they covered the 125 miles from Frederiksdal to Ivigtut in two hours and 19 minutes. In a message announcing the arrival of the two planes at Ivigtut, Lieut. Smith stated that the motors would be changed and both machines completely overhauled before the next flight of some 500 miles across the water to Indian Harbor, Labrador, is attempted.

A week later, on August 31st, Lieuts. Smith and Nelson closed up another long and perilous gap in their round-the-world flight. They completed the air journey from the old world to the new, speeding across the dangerous and ice-bound stretch of water from Ivigtut to Ice Tickle, a land-locked bay behind lofty ridges, two miles north of Indian Harbor, Labrador. They took off from Ivigtut at 6:29 a.m., Eastern Standard Time, and arrived at Ice Tickle at 1:18 p.m., Eastern Standard Time, completing the difficult crossing of the North Atlantic in 6 hours and 49 minutes. They flew in a northwest wind which blew from 20 to 40 miles an hour and speeded their machines at times as high, it was reported, as 126 miles an hour. Thus they brought to a successful termination the first continuous aerial circumnavigation of the globe, excluding the North American continent. Theirs was the first west bound crossing of the Atlantic Ocean by airplane.

President Coolidge sent the following message to the flyers upon their arrival at Labrador:

"Your return to North American soil following circumnavigation of the earth

by air is an inspiration to the whole nation. Your history-making flight has been followed with absorbing interest by the people everywhere and you will be welcomed back to the United States with an eagerness and enthusiasm that I am sure will compensate for the hardship you have undergone. Your countrymen are proud of you. Your branch of the service realizes the honor you have won for it. My congratulations and heartiest good wishes go to you at this hour of your landing."

Acting Secretary of War Dwight F. Davis sent the following message to Lieut. Lowell H. Smith, Commanding Officer, Round-the-World Flight:

"The War Department welcomes you to this continent and congratulates you on the success of your wonderful flight around the world. Your bravery, hardihood and modesty have been worthy of the highest traditions of the Army. More particularly to you as leader of the flight I desire to say that your courage, skill and determination have shown you to be a fit successor to the great navigators of the age of discovery. The Air Service, the War Department and the whole country are proud of you."

Mr. Davis sent the following message to the other participants in the Round-the-World Flight:

The War Department welcomes you to this Continent and congratulates you on the success of your wonderful flight around the world. Your bravery, hardihood, and modesty have been worthy of the highest traditions of the Army. The Air Service, the War Department and the whole country are proud of you."

Bucking a 30-mile head wind, the American flyers took off from Indian Harbor, Labrador, on the morning of September 2nd, and landed at Hawkes Bay, Newfoundland, a distance of 276 miles, negotiating the hop in five hours and 33 minutes. The following day, at 10:12 a.m., Eastern Standard Time, the flyers left Hawkes Bay and came down on the water at Pictou Harbor, Nova Scotia, at 4:38 p.m., making the flight of 420 miles in six hours and 26 minutes. Head winds and rain squalls somewhat delayed the aviators, who had hoped to depart the next day for Boston. The jump from Hawkes Bay was without incident beyond the breaking of the spreader bar on Lieut. Smith's machine. This was a minor accident that did not affect the flying qualities of his plane. Except for the several rain squalls exceptionally good visibility was encountered, which enabled the flyers to pick up at long distances the destroyers and patrol vessels which stood out to guard them.

THIRD ATTACK GROUP CONDUCTS TACTICAL PROBLEM

The Third Attack Group, Kelly Field, Texas, recently conducted a tactical problem near Laredo, Texas, two flights of three planes each participating in the mission to attack and destroy a combat train near that place. The Group left Kelly Field at 7:45 a.m. and proceeded to the Advance Airdrome at Laredo. They landed and established PCs at 9:40 a.m. The enemy was reported one mile south of the Texas-Mexico Railroad and six miles east of the Rio Grande River. Flights were immediately ordered to clear the airdrome and destroy the enemy. Taking off at once, they proceeded to the point designated where the enemy was simulated by cloth panels. Four attacks were made, the first in column, each plane dropping four bombs from an altitude of 150 feet. A return attack was then made, with flexible machine guns mounted in the rear cockpit, from an altitude of 100 feet; a third attack was made with synchronized machine guns, starting at an altitude of 1000 feet; and the fourth, with flexible machine guns, concluded the problem. The Group then returned to the Advance Airdrome at Laredo where the planes were refueled. Arrangements had been previously made with the Commanding Officer, Fort McIntosh, and practically the entire command at the station, as well as a large number of civilians, turned out to watch the problem.

ACTIVITIES OF SAN ANTONIO AIR INTERMEDIATE DEPOT

During the month of July the Engineering Department of the San Antonio Air Intermediate Depot, under the direction of Lieut. Powers, completely repaired and overhauled the following planes and engines:

Airplanes: 11 DH4B's, 1 DH4B-1, 1 DH4B-4, 9 JN6H-I's, 5 MB3A's, 1 MB3M;
Engines: 26 Liberty 12A, 13 Wright I, 2 Wright H, 2 Wright M-3, 11 Wright HA-2, 1 Wright E.

Among the airplanes completed during July was a special DH4B-1 for General Patrick. Lieut. Donald G. Duke, of the Office Chief of Air Service, and Mechanic Dale from the Depot, left on July 25th to ferry the General's ship to Bolling . . .

14210. This is the second DH4B-1 built for General Patrick by the San Antonio Depot. The first one was ferried to Kelly Field by Major Frank D. Lackland and Lieut. Edward M. Powers during the month of May.

GENERAL DRUM INSPECTS KELLY FIELD

Brigadier-General Hugh A. Drum, G-2, of Washington, visited Kelly Field recently and was tendered an aerial review, about 75 airplanes participating. At the conclusion of the review, Gen. Drum inspected the buildings and equipment of the field.

96th BOMBARDMENT SQUADRON ROLLS UP CONSIDERABLE FLYING TIME

Our Langley Field Correspondent states that for the 14 flying days of the first 20 days in the month of August the 96th Bombardment Squadron rolled up a total of approximately 183 hours and some minutes, which is considered by members of the squadron a record for a like number of days for bombardment aviation operated on a peace time basis. They also believe that the record is unsurpassed by any bombardment squadron in the service and have hopes of rolling up a total of 225 hours for the entire month.

To date the Squadron has on hand nine bombardment type planes, seven of them being type NBS-1 and two type MB-2, one of the latter type being the oldest plane in the Bombardment Group. The planes are in commission at all times, the motto of the squadron being "One hundred percent".

AIR SERVICE OFFICER MAKES ROUGH AIR JOURNEY TO SAVE PATIENT'S LIFE

Recently, Lieut. George H. Burgess, stationed at Kindley Field, Fort Mills, P.I., flew to Grande Island with Captain Keeler, Medical Corps, to attend Lieut. Thompson of the Coast Artillery Corps, who was sick at Fort Wint. Lieut. Thompson was on duty as caretaker and became seriously ill, due to a gathering in each ear. No other officers are stationed at Fort Wint and no doctors could be obtained from Olongapo. Due to the extreme roughness of the water, a ship could not be launched from the hangars. Luckily, a ship was in the balloon hangar on the south side of Corregidor Island. This ship was launched and, although a typhoon was threatening, the flight was accomplished.

Lieut. Burgess reports that going and returning he was forced to fly through heavy rain storms which were so black that he could not see the nose of his ship. It was intended to bring Lieut. Thompson back to Corregidor by plane, but on arrival at Fort Wint it was found that he was in a dangerous condition, and Capt. Keeler immediately operated. Lieut. Burgess returned alone through rain and wind, arriving after dark. He states that at times he could not see the coast line. No doubt this trip saved Lieut. Thompson's life, as it was the only means possible of getting medical attention at once. Under ordinary boat conditions a day would have been lost, due to the heavy seas. It required about 45 minutes to make the trip by plane. Had a forced landing occurred, the pilot and passenger would have had a slim chance of escaping in such rough seas. The Commanding General, Philippine Department, was greatly pleased and expressed his appreciation both personally and officially regarding this feat.

AIRPLANES TO DESTROY NEW YORK CITY

Don't be alarmed, dear reader, for it will only be a miniature New York City which will suffer this fate. One of the spectacular features of the coming International Air Races to be held at Dayton, Ohio, in October will be a demonstration of the destruction of a miniature New York City. Two miles of the New York water front in the vicinity of the Battery will be transferred to Dayton, Ohio, for the Races. At least, that this mammoth task has been undertaken is the impression the Committee will seek to convey to the spectators of the Races.

Visitors from the East will see the familiar outlines of the Woolworth, the Singer, the Equitable, the Hudson Terminal, the Municipal, the Trinity and many others of their favorites grouped to represent a realistic sky-line as seen across the flying field. The Woolworth Building, which is in course of construction, towers to a height of 80 feet, and the others will be in proportion. The length of this modern and novel New York City will be 300 feet, the depth about 200 feet. Bombs will be dropped in a surprise attack. Anti-aircraft guns will reply and be

silenced, and the defenselessness of all city defenses will be shown by the ruthlessness of bombs in the complete destruction of our wonderful New York City that will result.

INDIANA NATIONAL GUARD SQUADRON TRAINS AT WILBUR WRIGHT FIELD

A National Guard Squadron from Kokomo, Indiana, arrived at Wilbur Wright Field August 11th for a training period of two weeks. This organization is attached to the 38th Division. It is a snappy outfit, proficient in military drills, provided with first class uniforms and well equipped with some ten or twelve airplanes which are kept in the pink of condition at all times. The officers, enlisted men and civilians at Wilbur Wright Field were well pleased with the splendid shape in which the planes and engines have been kept by this Indiana squadron. One of the special features of their equipment is a Ford which is painted "Ground DeHaviland".

FAIRFIELD AIR INTERMEDIATE DEPOT SETS UP NEW SHIPS

In addition to its regular work, the Repair Shops at the Fairfield Air Intermediate Depot, Fairfield, Ohio, have three special jobs on hand, all of them of considerable interest. One of them is the setting up of the first metal DeHaviland received from the Boeing Airplane Company of Seattle, Washington. Another job is the reconditioning of a DH4B3 which is the so called navigation ship which has made many long flights at high altitudes, guided only by instruments. It will be turned over to McCook Field upon completion for use in experimental work in connection with navigation instruments. The third special job is the XB1A which is being rebuilt for the International Air Races. A Curtiss D-12 engine is being installed and a speedy craft will be the result. Lieut. C.A. Cover expects to fly this plane, which will be completed by the end of this month.

THEY SURE DO FLY AT BROOKS FIELD

It happened in the School Building at Brooks Field the other day that one of the newly arrived student officers was looking at the bulletin board.

"Say", he remarked to everyone in general, "here's a list giving Lieut. McDaniel 110 hours and 10 minutes flying time - why back at Selfridge. - - !"

"Hold on a minute, son", spoke up one of the old timers, "that doesn't mean a year's flying time. That's his flying time for last month only. And here's Bob Ashley with 93 hours and 25 minutes and Sgt. McGinley with 92 hours and 15 minutes and Lieut. McClellan with 80 hours and 45 minutes. Flying? Yes, sir, this is the place where they don't do anything else but! And all the newcomer said was "Oh".

RESERVE OFFICERS RECEIVE TRAINING AT KELLY FIELD

Nine reserve officers recently reported at Kelly Field for summer training and underwent a rigorous schedule. The officers were first given one or two hours instruction daily in flying TW5 and DH4B airplanes. As soon as their proficiency warranted, they were given solo work, including take-offs, landings and airwork. The course also included lectures in aviation subjects and in shop work. For a certain period of time these officers were attached to squadrons of the field and in that way familiarized themselves with squadron administration. Cross-country trips to Laredo were also included in their curriculum. Those undergoing training were: 2nd Lieuts. Peters, Wood, Newstrom, Pittman and Pratt of San Antonio; Broyles of Riverside; Emery of Tulsa, Okla.; Malloy of Palestine, Texas; and Bishop of Houston, Texas.

FLIVVER PLANE FLOWN FROM KELLY TO MCCOOK FIELD

Lieut. Donald B. Phillips has flown successfully the small plane designed and built by himself from his station, Kelly Field, Texas, to McCook Field, Dayton Ohio. This plane, though smaller than a Sperry Messenger, makes better than 100 miles per hour and carries enough gasoline for ordinary cross-country flights. Lieut. Phillips hopes to enter this airplane in the International Races.

READ THIS AND WEEP.

Every now and then we hear echoes from the World War, but here's a letter

from a gent who signs his name as an Ex-Captain. Perhaps he has been in New Mexico so long that he cannot help being this way, so for the benefit of the News Letter readers a copy of the letter received by the Commanding Officer of Rockwell Field, Coronado, Calif., is quoted, viz:

"Dear U.S. General:-

I am asking you about something.

If you would let a U.S. flyer will bring me here to Paris and come back there from here.

Be cause I could not leave my shoe business here. So I could have a vacation for 2 or 3 days in Texas.

Be cause Train is slow to go up Texas for 2 days.

Train cost me \$31.00 here to Paris, Texas. How much will you charge me for ride up the air here to Paris, Texas.

Let me know about it. Sure I want go Texas so bad that it is important much.

I used to ride up the air often so I love it.

Please let me know very soon.

Sure I must go Texas soon if you will write to me very soon. Sure I will be glad if you let me bring over there.

Yours truly,

DeWitt Malone,
Gallup, N.M.

DH4B AIRPLANE MAKES THIRD LONG NON-STOP FLIGHT

A non-stop flight of 1,118 miles by Lieut. W.R. Peck, Kelly Field, Texas, on August 8th in a DH4B airplane makes the third unusual flight that this particular airplane had made since its construction two years ago. Lieut. Peck took off from Kelly Field at 5:40 a.m. and landed at Kokomo, Indiana, at 3:00 p.m. the same day. This plane, which is equipped with a 268-gallon gasoline tank, was used by Lieut. James H. Doolittle in a one-stop Coast to Coast flight in 1922, and was also used by Lieut. H.G. Crocker in a non-stop flight from the Gulf of Mexico to the Canadian border.

MAN MILES FLOWN BY TENTH SCHOOL GROUP IN JULY

During the month of July a total of 126,636 cross-country man miles were flown in aircraft of the Tenth School Group, Kelly Field, Texas. The majority of the flights were in the training of students.

SUMMER CAMP BREAKS UP AT ROCKWELL FIELD

After two weeks of intensive training, the 478th Pursuit Squadron and the 372nd, 321st and 329th Observation Squadrons of the Organized Reserves, broke camp at Rockwell Field, Coronado, Calif., and returned to their respective homes. The 91st Regulars returned to Crissy Field August 20th and Rockwell Field resumed its regular routine as a Supply and Repair Depot and not a flying field. Rockwell Field personnel hope that next year the camp will be repeated, and on a larger scale, for everybody connected with the Depot realizes that a few soldiers around the place once in a while adds life to its activity.

FORESTRY PATROL IN OREGON.

Aerial forestry patrol operations are being carried out in Oregon by Lieut. Lloyd Barnett and Sergeant Fred Kelly, of the 91st Aero Squadron, stationed at Crissy Field, Presidio of San Francisco, Calif. The airmen will remain in the Northwest until the early winter rains have made further patrolling of the dense forest area unnecessary.

FLYING TIME FOR AIR SERVICE AT FORT BLISS

Lieut. Ray H. Clark, Air Service, leads the flying time of the Second Division, Air Service, Fort Bliss, El Paso, Texas, for the month of July with a total of 58 hours and 15 minutes. Sgt. Tyler came in second with 34 hours and 5 minutes. The total flying time for the Second Division Air Service for July was 251 hours and 40 minutes.

were about 4,000 feet high, and could see distant peaks on our right and behind us. After fifty miles of this we decided that Seattle should be directly under us. We throttled the motor and had to glide through the clouds. Shortly before going through, a tree-capped peak brushed by directly under us. We zoomed and then started feeling our way through again. We finally saw the tall evergreens a short distance below us and then came through the clouds in a valley with the hills on either side reaching up into the clouds. This is very poor landing country, as it is densely wooded and the trees are high. We got in a blind alley and had to maneuver into a deeper valley to avoid climbing back through the clouds. We were at this time about five miles west of Seattle and promptly located ourselves and landed at Sand Point.

It was necessary to fly above 12,500 feet in order to cross the mountains from Grand Junction, Colo. to Denver. (We could have crossed at 10,200 by following the railroad). One of the most interesting things on the flight was to observe that the ceiling of the plane had almost been reached at 12,600 feet, some 3,000 feet below what we would expect for this plane. This is due partly to the plane being very heavy and partly to the temperature at 12,000 feet over the mountains being comparatively high and the air, therefore, not possessing the body that it would at 12,000 feet over some field located near sea level.

For about 75 miles out of Denver the sky was clear and then clouds, actually resting on the ground and about 3,000 feet thick, were encountered. As we could not get under these clouds we flew above them for about $2\frac{1}{2}$ hours. By this time the clouds had risen and we went through a hole and flew under them for about an hour, after which they broke up. Near San Antonio we encountered local thunder showers, but they were not severe and were so scattered as to be easily avoided.

From San Antonio to Kansas City we enjoyed our first real tail wind. The sky was absolutely clear and the wind about twenty miles per hour southwest. From Kansas City to Dayton the sky remained clear and the wind gradually diminished in velocity as the afternoon wore on.

The total trip mileage was 6,765 and the total air time 74 hours, 36 minutes. This gave a ground speed of, roughly, 90 miles an hour. We flew at about 1480 r.p.m. As our airspeed was between 100 and 105, this shows the disadvantage of a steady wind on a round trip, as there is a much greater loss from a head wind than there is gain from an equally strong tail wind.

The most important observation made on this trip was the great inaccuracy in maps over comparatively unknown country, that is, although the maps are usually quite accurate over a country that has been carefully surveyed, they are very poor over sparsely populated country, such as Colorado, Idaho and Eastern Oregon."

UNIVERSITY STUDENTS ATTEND SUMMER ENCAMPMENT AT ROCKWELL FIELD

Eight students from the University of California and six from the University of Washington reported at Rockwell Field, Calif., for the summer R.O.T.C. Encampment. The first two days were spent in drawing clothing and equipment and getting settled in camp. Instruction started the following Monday, flying missions being performed during the forenoon and the afternoon being devoted to lectures and ground work. The work was so arranged that a lecture covering a flying mission was given the day before the performance of the mission. Map reading and map making were given first, followed by navigation flights. Visual reconnaissance was taken up next, followed by aerial gunnery. Each student was given a photo flight for the purpose of taking oblique photographs. In artillery contest each student was required to obtain a satisfactory solution of two bracket and two precision adjustments.

Ground work consisted of lectures on the above, ground gunnery, photography, first aid, and practical work on airplane engines, both Wright and Libertys, and on airplanes. The dismounted pistol course was fired and one expert, one sharpshooter and nine marksmen qualified.

Wednesday and Saturday afternoons were devoted to athletics. Three baseball games were played, one with the 91st Squadron, one with Rockwell Field officers and one with Crissy Field officers. A volley ball game was played with the Naval Air Station. Several aquaplaning parties were held, and a fishing trip arranged for one week-end. Tennis, handball, horseshoe pitching and swimming filled in the odd moments. Two dances were held at the Rockwell Field Club.

On the day before the close of camp the students were taken on an inspection of the Naval Air Station and such parts of the Rockwell Air Intermediate Depot as they had not seen. The following day the equipment was turned in, final examina-

tions held, the students paid and the camp closed. All students reporting completed successfully the advanced course. During the entire course the weather was ideal, the health of the students was most excellent and their zeal and enthusiasm continuous.

MAJOR ARNOLD LEAVES CALIFORNIA

Major H.H. Arnold, one of the pioneer aviators in the Army Air Service, who since the close of the war spent most of his time in California on duty as Air Officer of the 9th Corps Area and as Commanding Officer of Rockwell Field, was recently relieved from command of the Rockwell Air Intermediate Depot and assigned to Washington, D.C., where he is now pursuing a nine months' course in the Army Industrial School.

Major Arnold was in command of the Rockwell Depot since October, 1922, and has made wonderful improvements in the Depot since his arrival, not only in the arrangement of the shops and warehouses but in the general condition of the entire field, and it is regretted by the entire personnel of the Rockwell Depot that orders were issued relieving him, as everyone feels that they are losing one of their best friends and an officer who has their interests in mind at all times.

Major Arnold was relieved by Major Shepler W. Fitzgerald, who was relieved by the former in 1922, and as former commanding officer did much to put the Rockwell Air Intermediate Depot at the head of the list in efficiency and workmanship.

On Friday, August 15th, the day before he left, a Despedia was given in honor of Major Arnold by the Military units in and about San Diego, and a large crowd visited the field in the afternoon. Stunts of all kinds were pulled off by both the Air Service and Cavalry troops, which were greatly enjoyed by all present, and a liberal helping of barbecued beef, corn on cob and coffee, arranged and cooked by the 91st Observation Squadron, was appreciated by all. A real good old 49 Camp was carried on in a tent just outside of the Officers' Club, which attracted the visitors. Special boats were arranged for the occasion, and many retired and active officers of the Army, Navy and Marine Corps were among the guests present.

Major Arnold leaves behind a host of friends, not only in the service but the entire community, and every one who was fortunate enough to come in contact with him during his tour of duty here wishes him the best of success in his new duties.

Just prior to his departure, Major Arnold issued a memorandum to the entire personnel of the field, which demonstrates the spirit upon which he acted and the unselfish regard he had for the civilian personnel under his command at this Depot:

"August 15, 1924.

MEMORANDUM:

As I am about to relinquish command and leave this Depot for another station, I desire to express to the personnel my appreciation for the cooperation and whole-hearted support in every duty which the depot has been called upon to perform. From time to time during the past two years we have had many varied and unusual tasks but in each case the problem presented was solved regardless of the fact that the work required staying over time or increased output during working hours. I feel as if we, of this Depot, during my tour of duty here, have made our output equal to if not better than the planes and engines produced in any depot in the country.

Our work has not been confined simply to maintenance and repair of airplanes and engines; it has been much more varied than that to be expected at the ordinary Air Service station. The officers of this Depot have had unusual and most difficult tasks to perform. These tasks required initiative, power, decision and willingness to sacrifice their personal pleasure, but in each case, in spite of the fact that these duties required continuation of work at unfortunate hours, the problem has been met and solved with the same spirit and sacrifice that, from time immemorial, has been one of the most striking characteristics of an officer of the United States Army. The problem in connection with the two training camps were very difficult and required much thought, and above everything else complete cooperation between the various heads of departments and the officers of the 91st Squadron. These problems were made more difficult on account of the shortage of funds allotted or the complete absence of funds. However, in spite of these difficulties the camps were established and the training started on the day specified with a minimum amount of confusion.

The manner in which the officers of the 91st Squadron performed their allotted tasks during those camps is most commendable.

The status of the enlisted personnel of the Depot has been most unique in that never during the past two years have we had sufficient enlisted men to properly

carry on the necessary work which should be done. In spite of this fact the enlisted personnel, as a general rule, had done everything it could to assist in the operation of the Depot. The men have been most soldierly in appearance and most careful in their actions, both on and off the post, so that the number of times disciplinary action had to be taken is negligible.

It is regretted that during my stay I have been unable to do more to bring to the civilian personnel that which is due them for the manner in which they have given their complete cooperation and their attention to the various duties, and the zeal with which they have carried out their work. It is seldom, if ever, that a group of civilian personnel is found which has a feeling for a Depot so much at heart that they will continue to work for the Government in spite of the fact that they are not paid on a scale commensurate with the volume of work performed and the excellent character in which the work is accomplished. The spirit in which this personnel has worked over hours without question or comment is highly commendable, and I desire to take this means of expressing to them my appreciation for their cooperation during the past two years.

The enlisted personnel of the 91st Squadron has had a very difficult part to play during the training camp. They were called upon to keep in operation airplanes flown several hours each day by pilots who had either very little training or were trained such a long time ago that accustomed care to the engine was not given. In spite of this fact there were always sufficient planes on the line for all Reserve Officers to fly, and for the first time in several years every Reserve Officer had all the flying time that he desired. Such a condition could only exist when the enlisted personnel on the line gave forth their best efforts and after working hours to maintain the planes and engines in 100% perfect condition.

I desire to thank all for their loyalty to me and the spirit with which they have worked in order to make this Depot the smooth running machine that it is - one that I am honestly proud to turn over to my successor.

H.H. ARNOLD, Commanding."

ROCKWELL FIELD ATHLETES PROVE THAT THEY ARE "THERE".

By our Correspondent

Mid August marked the close of a very successful and busy summer training period at the Rockwell Air Intermediate Depot, Coronado, Calif. With the arrival of the 91st Aero Squadron from Crissy Field a training period and athletic program was arranged, filling up every moment of spare time and making the season seem as though it was just beginning rather than all over on August 16th. A great feeling of friendly competitive rivalry was shown that marked each effort and lent a spirit that will long be remembered. It has established a precedent for all the other camps of a similar nature that will be established each year in the 9th Corps Area.

The commissioned personnel of Rockwell Field, consisting of nine officers, made up the teams for all the events, while the 91st produced a like number for the purpose of competition.

Three baseball games were scheduled. It was necessary to play but two, Rockwell taking the first 10 to 2 and the second, which had a closer resemblance to a ball game, by the score of 3 to 1.

Next on the list came tennis. It was generally conceded, that is, by the 91st, that there was no use to schedule this tennis tournament as they were good. When the smoke cleared away the results looked as follows: the three sets of doubles wound up with the 91st winning 19 games against the Rockwell Tildens 26 games. Then the singles, which promised Rockwell a set back, loomed up with Rockwell winning 36 games while the 91st dragged themselves through to win 11. Three meetings on the cemented courts being scheduled, much practice was held with the intention of getting revenge and to prove that the first winnings of Rockwell was a fluke. So on the 26th of July the combatants appeared in their whites, their sun visors adjusted, with the kerchiefs around the places where the pictures show, their rackets all restrung and ready to engage in mortal combat. The 91st was going to avenge their defeat of before. When the white flag was hoisted after the speed merchants passed the barrier, all weighing in completed and the odds posted, three cheers resounded for Rockwell Field when the results showed Rockwell won 10 games and the 91st took one. That spelled Finnis for tennis for the season.

Horseshoes being next on the list, we forthwith arranged the battle, produced the necessary number of cuts of Star Plug, suitably arranged the friction tape on the first and third digits and we were off. But not for long. It was evident from the start where our opponents spent most of their time. As a result, we were com-

pletely inundated, the 91st boasting of a total of 296 points against Rockwell's futile attempt with 270 points. It looked like the 91st had hit their stride and that horseshoe pitching is their dish. Three games being scheduled, we soon arranged for the next one. On July 23rd the decks were cleared for action and the games were started. The 91st again proved that they were originally carried on the census list of our beloved country in the rural list, and that their familiarity with the running gear of the beasts of burden was other than Silvertown cords or Pennsylvania Vacuum Cups. We willingly presented them with the trophy, a beautifully mounted nickel plated horse shoe, embedded in a red plush background, suitably engraved and admirably presented in a formal manner to the successful contestants.

The schedule now showed that trap-shooting was in line. Much lead was thrown from the 12 gauge full choked gas pipes in anticipation of the slaughter of the elusive clay birdies. On June 17th the five pegs were occupied awaiting for the Daniel Boones to call pull. When the Red Flag appeared from out of the trap house it was found that Rockwell Field was 21 birds to the good, with a point for the trophy. Three shoots being scheduled, it was arranged to meet again on July 10th. When 500 of the elusive clay birds were thrown at various angles with the intention of deceiving the gun pointers and the smoke had cleared away it was found that Rockwell Field broke 405 while the 91st broke 406, giving the 91st their second taste of victory, but not for long. On the 24th of August the third and deciding shoot was held. A total of 500 birds were thrown. Again the 91st proved victorious and broke 443, while Rockwell had to content themselves with 437, which gave the 91st two out of the three trap shoots scheduled.

Determined that they were better with the gun than Rockwell, a rifle shoot was held. Now this rifle business is something that a lot of the 91st officers had heard about but had never seen, but their way of reasoning was that if they were better with the shotgun they must of necessity be better with the rifle. But after lying in the sand and stickers with a cross wind blowing about ten miles an hour, with a gray sky and a blue ocean for a background, they soon found that the 16 inch bulls eye was entirely different from the 4" clay bird. When the sun went down that evening and they reported to the showers and shook the stickers from their sweaters and rubbed their bruised shoulders, they found that they had lost by 150 points. An attempt was made to arrange two more rifle shoots in order to give them an opportunity to see how good they were, but it was unanimously agreed that one rifle shoot was sufficient and that there would be no more.

While we were on the topic of guns, a pistol was thought of and, accordingly, three shoots were arranged. Two shoots were for practice, the third being record practice to give the officers an opportunity to qualify and to run in our annual target season. The first pistol shoot was held on June 26th. When the targets were pasted and half masted it was found that more black pasters were used for Rockwell than for the 91st. Rockwell showed 101 points to the good. However, the 91st was not content with that and after drawing all the ammunition they possibly could and still stay within their allowance or any other allowance, we were awakened at all times of the night to find the 91st working overtime practicing. When the 15th of July came around and they said they were ready to shoot, we lost no time in getting out to the range to watch their performance. We were informed we could return to our duty at the office and that there would be no need for Rockwell to shoot. When the paste ran out we were cutting stickers with the scissors, as our supply of regular issue had been exhausted and Rockwell stood 413 to the good.

Rockwell Field now having won two out of the three scheduled shoots, the remaining shoot was for record practice. Again practice by the 91st and Rockwell was a daily diversion, and when the scores were tabulated and Carl Greene's slide rule had been brought into play it was found that Rockwell Field qualified six out of their nine shooters as expert, while the 91st qualified but two. The team average of Rockwell Field was 79.17, while the team average of the 91st Squadron was 70.35.

Now the 91st boasted of some good handball players. Being close to the Olympic Club of San Francisco and the Olympic Club offering them every inducement through the use of their equipment, it was found after a survey that there were nothing but good handball players in the organization. However, had we not suggested that we play handball, we certainly were waiting for the opportunity to do so. When the ambulance drove up to take the contestants to their homes after the four sets of doubles and 7 sets of singles had been played, it was found that Rockwell Field had won 10 games against the 91st's one. Therefore, handball was played no more.

After scanning over the list of athletic events for the summer schedule, it was found that ping pong was omitted. Being satisfied and ready to concede that the 91st had probably the best ping pong players, a match was arranged on July 11th at the Officers' Club. After an exciting rally, there being no casualties reported, it was found that Rockwell had won 14 games while the 91st took but 7, giving Rockwell Field one more point on the trophy.

Golf was scheduled for twice a week, on Saturday afternoons and Sunday mornings. Five players were selected from each team, as that was all the golf equipment available to properly equip the players. It was arranged that one player from each team would meet on the day selected, Rockwell players progressing one player each week until five games had been played. A beautiful trophy was given for this tournament by the Coronado Country Club and was won by the officers of Rockwell Field. The total score being kept of all the five games played by the officers of Rockwell Field, a handicap was arrived at, which called for the submission of five more golf scores, the low net winning an individual silver cup. This was won by Captain R.G. Ervin with a handicap of 24, who turned in a net of 325, for 90 holes, played over a 70 par course.

A beautiful trophy was given by the Chamber of Commerce for the combined athletic activities of the field for the summer season, which took in golf, handball, baseball, ping pong, tennis, shooting, rifle, pistol and shotgun, and horse shows. This cup was 24" in height, beautifully and properly engraved, and at the close of the season was awarded to the officers of Rockwell Field, to be kept in the club house. Rockwell Field showed 15 points against 5 points for the 91st, which conclusively gave to the officers of Rockwell Field the much sought for trophy. It is to be hoped that Rockwell Field will be named each summer for the R.O.T.C. and Reserve Officers activities, because of the facilities to successfully carry on these activities along with the climate of this vicinity and the spirit of the officers of this post to make everything interesting for the visitors, both in their work and play.

Major Arnold, who left this Field on August 16th for new duties at Washington, was responsible for the spirit in all the athletic competitions, participating in every one of them. His loss to this Depot broke up a million dollar infield, which rivalled the Tinker to Evers to Chance Combination of the old Cubs ball team of years ago.

TRAINING CAMP FOR RESERVE OFFICERS AT FORT BLISS, TEXAS.

A training camp for Air Service reserve officers was held August 1st to 15th at Fort Bliss, El Paso, Texas, with the following officers participating: Lieuts. Cecil H. Braddick, William J. Foy, Fred E. D'Amour, Robert A. Officer, Carl C. Alford, Orville P. Willoughby, Ralph J. Hall, Cecil W. Macy, Samuel L.S. Thorpe, all of Denver, Colo.; Major Richards D. Gile, Colorado Springs, Colo.; Lieuts. Paul S. Greene, Douglas, Ariz.; Archibald R. Jones, Pueblo, Colo.; James W. Greeg, Como, Col.; Charles B. Cheese, Peyton, Colo.; Shurley H. King, East Vaughn, New Mexico; Wm. B. LeBreton, Alamogordo, New Mexico. Also Private John C. Crowell, Enlisted Reserve Corps, Denver, Colo. Lieuts. Greene and Cheese (don't laugh) arrived at Fort Bliss on July 31st and started training the next day. Major Aldrich and Lts. LeBreton, Braddick and Willoughby arrived on August 1st.

ED GIVES US AN EARFUL ABOUT THE RESERVE OFFICERS CAMP

Ninety 1st sqdrn
Rockwell field Aug 17 1924

To the editor
a.s. news letter
Washington dist col.
Friend Ed -

I am inclosing a piece I wrote for the book which was got out for a souvenear of this camp of reserve officers though between I & you Ed as far as souvenears is concerned the most of them reservists has got plenty to remember this camp by in the shape of many sq in of skin off of this & that part of their person & dont need no reading matter to immortalize the brutalitys of early a.m. calisthenics push ball base ball obstacle races & other feendish ideas thought up by it Marrison. I am not one Ed to stand quietly by & see the white collar boys get a raw deal & in my piece I fearlessly exposed the whole system of physical education as I have nick named it because as this guy Togo of Banzai or some place in Japan says I would

sooner be allive & slightly sick as dead & in perfect physical condition.

Now that the camp is over I must tell our readers about the competition for the Michael F. Davis trofey. This sounds at 1st glance like it might be a pearl handeled bung starter or some other suitable gift presented by the president of the united piano movers democratic, choral & scheutzen assn to the winner of the piano dropping contest on the occasion of the assns annual picnick & chowder party at Classon pt n.y. Well youre all wrong because its a model aeroplane & Michael F. Davis is capt. M.F. Davis a.s. in civil life & the trofey was win by the 478th pursuit sqdrn of Los Angeles, California.

There was 4 reserve sqdrns in the competition & some was good at 1 thing & vice a versa & it begin to look like a drawer until it was discovered that out of the thirty members of the Los Angeles outfit only one was in the real estate business. This being a worlds record for any thirty given residence of Los Angeles the trofey was give to the 478th anonymously.

Lt George who runs the Salt Lake outfit which win a lot of the contests took the vs stand & claimed that the records of the 478th sqdrn was undoubtedly falsified on acct practically everybody in Los Angeles Calif is in the real estate business in 1 way & another if you could only find it out on them. He wanted to prove his assertion by haveing somebody walk out unprotected on the field disguised as a rich immigrunt from Iowa & lt George was willing to bet any amt that inside of $\frac{1}{2}$ hour out of the 30 seemingly inocent Los Angeles aviators 6 would of sold this Iowa magnet the flying field, 11 would of had his name on the dotted line for the commanding officers house, 9 would of made him a attractive proposition on the whole island & at least one of them closed with him for the navle air station together with the customary oil leases.

But who actualy win the trofey is either here or there & what I mean is they all put up a battle & thats the main pt.

Yrs truly,
Ed.

Note: Owing to the fact that the piece that Ed wrote is quite lengthy and we are cramped for room in this issue, it will appear in the next issue of the News Letter.

S P E E D ✓
(The Aviator's Song)
To the U.S. Army Air Service
Words and Music by Louis DeJean

Oh, you graceful man-made creature
That no feathered flight can pass;
Oh, you rushing, roaring demon of the sky,
With your lungs of steel that bellow
As they pant for fumes of gas,
When you chant your booming, throbbing battle-cry.

Chorus.

Speed, speed, speed, speed,
Speeding thru the sun-splashed skies,
Speeding as an eagle flies.
Speed, speed, speed, winging over land and sea,
I go singing merrily
Urging on my fiery steed,
Speed, speed, speed.

We are off; the earth is dropping;
Breezes turn to tearing gale;
Pistons pounding with the steady roll of drums.
Now the rigging wires are whining
With a mournful sobbing wail,
Now the keen propeller purrs and whirs and hums.

Chorus.

NOTES FROM AIR SERVICE FIELDS

Kelly Field, San Antonio, Texas, July 26.

HEADQUARTERS TENTH SCHOOL GROUP

FLYING: The Third Attack Group carried out a number of tactical problems during the past two weeks. These problems were simulated attacks upon ground objects or forces and have taken the Attack Group to several of the towns in the vicinity of San Antonio.

Sergeant Huguet and Private Roszell made a cross-country trip to Illinois and Iowa.

Captain C. E. Giffin, of the 10th School Group, made a solo flight to Boston, Mass. Capt. Giffin just completed the flying part of a big photographic job for the U.S. Geological Survey and Texas Board of Water Engineers. He is under orders for Hawaii and expects to sail sometime this fall.

The Spad airplanes on the field have finally been condemned and are on survey. The MB3's have also been laid up temporarily as the result of failure of the aileron in one which necessitated Lieut. Crawford's making a parachute jump a short time ago.

Lieut. Long, accompanied by Pvt. Wright, made the airways trip to St. Louis.

Lieut. Gaffney, Post Adjutant, piloted Lieut. Holland to Laredo, Texas, where the latter has been Acting Judge Advocate in a court sitting at that place.

ATHLETICS: The 8th Attack Squadron defeated the baseball team of the 68th Service Squadron the first two games of the series and thereby won the post championship. The trophy was a silver loving cup. Presentation was made by the Third Attack Group Commander, Major Burwell, at a dinner given by the 8th Attack Squadron in behalf of the victory.

RECREATION: Capt. Bubb and Major FitzGerald spent the week end fishing and swimming at Aransas Pass.

Capt. Guidera and Lieuts. Rice and Biggs were on a few days leave at Junction City, where they report the fish are abundant.

10th School Group Hqrs. Kelly Field, Texas, July 25.

Dear Al:

Say Al, get ready to jump. I am going to do a ground loop. A 1st Sergeant is wanted for Hawaii and someone told the CO that I wanted to go. I went to see the CO, by invitation of course, and he says: "Sergeant do you want to go to Hawaii?" and I says, "No Sir", then he asked me some more questions and answers. Sudden like he says, "Sergeant, are you married?" and like the brave soldat that I am I says, "I am single, Sir". He kind of looked like that was what he had expected all along and says: "That's all, Sergeant". I dont know for sure, but heres hoping I dont get to go. I sure am going to marry the next mama that pops the leap year question.

Al you sure missed it by not being here for the Grand Costume Ball Thursday nite. Your Uncle Dudley's partner took first prize for ladies, but Al you know it was my good looks and my fancy waltzing that won, not that my partner was at fault. She was the best looking by far and those costume she wore (100%). Oh! boy, you should have seen it. To be sure her dancing helped out some, but I still admit I was to blame. I should have won first prize for men if Downing hadn't had on hip boots and he took the judges (Lieut. Jones and Mr. Jackson) for a walk just before the grand plunge. I noticed his hip pocket was empty when they got back.

Gutridge, one of our motorcycle orderlys, tried to do a wing-over and ground loop at the same time the other day with a solo machine and durn near knocked the 68th mess hall down, the danger is over, however, as the Detachment CO has grounded him from now on. What he needs is more ground school and some indoor instructions in submarine warfare.

Levy took off in his Leaping Tuna on the 15th Chicago bound, and has been showering postal cards with pictures on them. He must think we can't read. One thing for sure there must be lots of buildings in that burg or they took a picture from all four sides of the few they have got. He had a forced landing at Fort Worth and washed out a tire, but that was his fault for not remembering what I told him about keeping his eyes on the road and not on the flappers on the sidewalk.

Yours till they send me to Hula Hula Land
Left Bank, Indoor Pilot.

Brooks Field, San Antonio, Texas, August 4.

As September draws closer and the various instructors go on leave, the realization begins to strike home that the Air Service Primary Flying School is about ready to graduate another class.

Of the class that entered in March of this year, Major J.H. Jouett, Capt. R.G. Hoyt, Lt. R.W. Douglas and Cadets Smith, Potts, McBride, Love, Collins, Williams, Lardebergh and Thomas are thru. Some 24 others of the same class are in their last stage of training. This last stage is one of great interest and one which previous classes have not been so fortunate as to receive. It includes one hour's transition instruction in Voughts, followed by some five hours' formation work. One hour's transition instruction in T.W.'s, followed by some six hours cross-country work, and finally some four hours of D.H. instruction, preparatory to taking up the work at Kelly Field.

Lieut. O.A. Proehl and his alleged Police Pub "Ponjola" have just returned from their respective hospitals, Lieut. Proehl convalescing from an operation for appendicitis and Ponjola from a broken hind leg sustained at a rough party with "Corn Whiskey", Lieut. McCormick's hound.

Monday, July 28th, was Peru's National Independence Day, and as such was celebrated by Brooks Field personnel with due ceremony. As readers of the News Letter will probably remember, two Peruvian officers were ordered to the School for flying training in the early part of this year and have gone thru as members of the present class. It was in honor of these two officers, Lt. Cols. Juan E. O'Connor and Federico Cisneros Recavarren, as representatives of the South American Republic, that Major Royce directed that the celebration be held. The festivities commenced with a review and presentation of the troops in the afternoon, followed by a baseball game in which the Post team crossed bats with Kelly Field's best. It might have been considered a slight to invite distinguished guests to an exhibition of skill and then to have lost said exhibition, so Brooks extended themselves and won 14 to 13, though it took three extra innings to make a go of it.

Then in the evening a most enjoyable dinner dance was given on the San Antonio Country Club roof with the Peruvian officers and their wives as guests of honor. The roof was strikingly decorated in mingled Peruvian and American flags with the Air Service motif featuring in the place cards and floral decorations. The Peruvian ladies had, with much labor, evolved a beautiful Peruvian flag in hand-worked silk which they presented to the Officers' Club, together with small Peruvian coins to each guest as mementoes of the occasion. At the close of the dinner Col. O'Connor arose and in token of appreciation presented the Officers' Club with a most beautiful silver cup. Yes, it was a good party, and everyone seemed to enjoy themselves. Hooray for America! and Viva Peru!

And while we're considering "international relations", it may not be amiss to remark that two young officers from the Siamese Air Service have been ordered to report here not later than Sept. 15th. Sub-Lieuts. Visitsavas and Sinhaseni are their names, and Lieuts. White and Young, who were responsible for the decorations at the Peruvian party have already begun to stock up on white elephants and Siamese colors.

Lieut. Bob Ashley just returned from a cross-country out Oklahoma way and brought back with him a wee beastie about the size of a starved kitten, that he claims is a full-blooded timber wolf. We don't know about that part of it, but we do know that the aforementioned small bunch of dynamite has already cleaned up on all the dogs on the post, and on being introduced to a strange bull-dog bit him four times before the bull-dog could get away. Boy! some wolf!

Lieut. "Chuck" Cushing is one of the newest "aces" of the class. He was out playing with a Vought the other day when he forgot that he was only an aviator and not an eagle or a cuckoo or something like that, and perched his Vought in the top of a mesquite tree. He didn't hurt himself - much, but with his natural ability and Capt. Thorne's bandages and adhesive, he looks like an improvement on Happy Hooligan after an adventure.

"To get by Corkille" - Ah! those magic words - the dream of every student of-ficer! For the benefit of the unenlightened, Lieut. John D. Corkille, A.S., is the final test pilot and to get by him indicates that your earthly worries are over, temporarily at least.

Lieut. "Les" Young tried "to get by". No, he's not about due for congratulations either, for both he and Corkille were on the ground at the same time of the attempted passage and if it hadn't been for about six feet of wing, he might have done it. As it was, he is the latest candidate for the aerial brown derby, for

taxying into the Chief Test Pilot "ain't all it might be".

And there was much wailing and gnashing of vanity cases among the maidens of San Antonio's "Deb" set, for Capt. Paul Beck, aviator and Romeo extraordinary, has went - and the story of his wenting is thus:

The Captain had received orders to report to Denver for a period of National Guard instruction; and so carefully he considered his social list and made up a roster of seven or more particular farewell dates. This was infe; but all of a sudden, from out of a clear sky, and just previous to beginning the round of leave takings came a wire ordering the Captain to leave immediately. This time the gnashing of teeth came from the Captain and he spent a valuable part of his time allowance calling off his farewell dates. Hardly was he packed when another wire came thru postponing his departure. He grabbed the telephone and scarcely had the orderly's footsteps died away when the Captain came up for air with all of his seven dates again. It would take a fast "jellybean" indeed to defeat the Captain!

But life is just one d--- thing after another and the next morning brought further orders for the Captain's departure in two short hours time. Seeing his desperate plight his brother officers upon the post, notably those handsome bachelors, Lieuts. Haddon and Griffiss, offered to take over the Captain's dates, but here the feminine element entered - the first six young ladies interviewed broke down and wept bitterly at the vicissitudes of a cruel fate, and refused all comforts or substitutes, and the seventh was out of town. But, then, Denver isn't so far away if you have a D.H.

Brooks Field, San Antonio, Texas, August 11.

During the past week, under the leadership of Lt. Wm. C. Morris of the Regular Army, a round dozen Air Service Reserve officers with their Flight Surgeon and six enlisted men dropped in on the post for their two week training period, and judging from their schedule and activity their refresher course will be quite stiff and intensive, for in addition to brushing up that sixth sense which tells a man to correct for an incipient skid or when to get his tail down on a landing, they are refreshing half or totally forgotten facts about motors, machine guns, radio, and the many details of company organization and management.

The post is very glad to have these Reserve men here, even though for so short a time, for men in their positions are the connecting link between the Service and the vast civilian body of the Nation; and it is through them and these periods of training that the vital needs of the Service can best be made known and met.

Lieut. Townsend Griffis is away on a long cross-country to New York. His leaving is balanced by Lieut. and Mrs. John K. Nissley's return from leave spent in California, where they report wonderful sea bathing and cool breezes (Gosh! aren't some people lucky).

And while on that topic Old Dame Rumor has it that Lieut. and Mrs. J.G. Williams and young "J.G." are due to report at Rockwell Field, but we won't say good bye to them till we have to.

Capt. C.F. Snell is also leaving, but his is only leave, so we can cheerfully wish him a good time. It's not all outgo, however, for Lieuts. Dean S. Ellertorpe and J.W. Fletcher of the last class reported back from Kelly for further instruction.

Brooks Field will be most ably represented at the next International Air Races in Dayton, for Lieuts. C.F. Woolsey, Hex McClellan and J.B. Haddon are scheduled as entrants. The two former are to fly Martin Bombers and the latter a CO 4. Power to them!

Camp Nichols, Rizal, P.I., June 30.

In the Philippine Pistol and Rifle Meet which was held at Fort Wm. McKinley last week, Headquarters Detachment won high honors. Private Collins DeBall, Headquarters' entry, finished seventh out of 63 entries. Special commendation is due this soldier. During the target practice held at this field last year, Private DeBall made an excellent record, this being his first experience in firing on a target range. Had it not been for his gun breaking just before the completion of the record firing it is quite probable that he would have finished much higher. Staff Sergeant Shaefer of the 28th Bombardment Squadron and Sergeant George Bathey of the 66th Service Squadron were the other enlisted entries from this station. Both of these men made good records. In view of the fact that most of the entries were from Infantry outfits who held records as marksmen, this showing by the Air Service was excellent.

The Fourth of July was celebrated by the City of Manila with a flying Circus, during the morning and evening, and all organizations of this post participated in same. The Sixth Photo Section expected to take some very interesting pictures during this celebration. In connection with the Fourth of July, it might be mentioned that we have been given two days holiday - we believe that some of the men are planning a very interesting celebration of their own - details will be given later - after we learn the casualties.

The 28th Bombardment Squadron reports the following operations this week: On the 25th Lieut. Dunton, pilot, and Lieuts. Maxwell and McIver, passengers, flew to Clark Field in a Martin Bomber, carrying supplies for maintenance and upkeep of the NBS1's in storage at that station, returning same date; on the 26th Lieut. Dunton in a Martin Bomber, and Lieuts. Maxwell and MacIver in DH4B's, flew to Clark Field for the purpose of transporting enlisted personnel assigned to the 3rd Pursuit Squadron, returning same date; on the 27th Lieut. Maxwell made a flight in a DH4B for the purpose of testing flare bombs, the same being specified as part of the cross-country equipment for this Department.

The 66th Service Squadron is still doing good work on the construction activities at this station. The concreting gang had a bad start Monday, owing to a shut down due to lack of gravel. The remaining days more than made up for this shortage and a total of 62.52 yards had been placed when the mixer stopped Friday afternoon. This made a daily average of 12.50 yards a day, or a gain of .75 yds. per day over the previous week.

The mixer has been working eleven days since it was placed inside the hangar, and in that time the whole south lean-to, which contains the wood-working shop, generator room and machine shop have been concreted. In addition to this, three of the gasoline storage cradles were poured as well as a section in the northwest corner of the hangar adjoining the office and two sections in the motor overhaul shop. All the machine tools are on the floor of the machine shop, the drilling of the holes for the anchor bolts has been completed, and by the end of this week Sgt. Leary expects to have all the tools in place and the shop ready for production. One of the generators has been running the last few days to furnish power for electric drills used on the job.

Friday afternoon and Saturday morning were spent in moving the wood-working tools and the Martin Bomber crates out of the North lean-to, to clear the way for the concreting of the floor in that section. The tractor did yeoman service in the moving of the Martin Bomber crates.

Notes from 42d Air Intelligence Section

Lieut. Kirksey, commanding the 42nd, was sick the past week with dengue fever. The Section hopes for his early recovery and return to duty.

Letters from former members of the organization now in the United States tend to make us more satisfied with our humble lot over here. True we have our troubles, dhobie itch being no joke, not to mention prickly heat, but can these be compared with the ignominy of going into a place and calling in a wee small voice for "a glass of milk, please?"

Camp Nichols, Rizal, P.I., July 8.

When it was announced by the Department that both Friday and Saturday would be holidays for all troops, we knew the Air Service evidenced more joy than any other outfit in the Department. We notice, though, that on return to work quite a number have that "morning after the night before" look and the usual alibis are in use. Holidays are more or less disastrous, especially in the Philippines.

A very good formation was flown by Captain Eglin, Lieuts. Maxwell, McCune, Carter and Walker in five DH's over the Fourth of July parade in Manila Friday morning. One of the leading newspapers of Manila commented as follows: "Too much credit cannot be given to the U.S. Army Air Service for the splendid cooperation that was shown to the city of Manila and the 4th of July entertainment committee in helping to make the day's celebration a success."

In the evening one of the new Martin Bombers flown by Lieut. Dunton, with Lt. Carter as gunner, in conjunction with the 60th Anti-aircraft Battalion at Fort McKinley, engaged in a mimic night air battle. To many this was the first time an airplane had been seen in flight at night and much interest was shown by all who saw this.

The 6th Photo Section is rejoicing; they are moving in their new quarters this week. The building has been held up in completion for some time due to some mix-up in funds. Everyone, however, who has seen the new building thinks it all that

can be expected in the way of a photographic hut. The Section expects to do much more work and better work under their new conditions.

The 66th Service Squadron expects to move into their new office in the South Hangar sometime this week. The building is almost completed, excepting for painting and a few minor details. The Squadron is very much pleased with their new quarters. They say a roof over their heads is much to be appreciated in rainy weather, especially after the old leaky one.

It appears that the Service Squadron is still having trouble trying to dope out their new cost system. About the only encouragement that can be given them is the old saying "if you don't succeed try, try again". However, the Squadron says even that doesn't prove to be true in their case.

Operations for the past week consisted of the following flights: On the 3rd Lieut. Dunton, pilot, and Lieut. MacIver, asst. pilot, flew to Clark Field in an NBS-1 for the purpose of training and transporting enlisted men from that field for duty here, returning same date. On the 4th, Captain Eglin and Lieuts. Maxwell, McCune, Carter and Walker flew in formation - 5 DH's - over Manila in connection with the Fourth of July celebration. In connection with the same event, 3 MBS-3's from Clark Field gave an exhibition of acrobatic flying. At 8 p.m. July 4th, Lieut. Dunton, pilot, and Lieut. Carter, gunner, took off in an NBS-1 and engaged the 60th Anti-aircraft battalion of Fort McKinley in a mimic air battle over the city of Manila.

Notes from 42nd Air Intelligence Section.

Lieut. Kirksey, commanding the 42nd, who has been ill for sometime in Sternberg General Hospital, is now back on duty. He reports a dengue fever as no joke. We'll say it's not.

The 42nd weathered the storm of three holidays without any casualties, except minor ones, and are again back to work.

We all wanted holidays but the three just passed proved that one at a time is about all we can stand. The results of these are headaches, a longing for pay day, and memories ne'er to be forgotten. Of course, Private Snead has again fallen in love with a fair senorita, but that is nothing of importance as it happens every week.

Wilbur Wright Field, Fairfield, O., August 8.

Lieut. Wallace D. Smith and Lieut. J.W. Hammond, both from Chanute, arrived by air for a day's stay to consult with Lieut. L.H. Dunlap regarding photographic supplies and equipment.

Capt. Wm. D. Wheeler and Lieut. A.G. Dawson traveled by air from Chanute Field to this station.

Among the new arrivals at Wilbur Wright Field are Lieut. C.W. Pyle, formerly of McCook Field, who was assigned to the 88th Squadron; Lieut. Frank P. Albrook, formerly of France Field, who was assigned to the Engineering Dept. as Chief Inspector; and Capt. John P. Powers, Medical Corps, transferred to this station from McCook Field.

Lieut. Devereux M. Myers from Phillips Field, Aberdeen, Md., visited this station, traveling by air.

Major E.L. Hoffman, who has been in charge of the different reserve officers camps at Wilbur Wright Field, left for Grisard Field, Cincinnati, Ohio, where he will assume command.

Lieut. R.C. Moffat, Supply Officer at Selfridge Field, hopped over to Wilbur Wright on July 25th to consult with Major George H. Brett and other members of the Field Service Section.

Mr. and Mrs. W.J. Sharon, parents of Lieut. L.E. Sharon, who have been spending the past week at this station, returned to their home at Hoopston, Ill. on August 3rd.

Lieut. W.S. Hamlin left for a month's vacation at Lake Champlain. During his absence Lieut. Ira L. Koenig will act as Post Adjutant.

Lieut. Donald G. Duke, who ferried General Patrick's airplane from San Antonio to Bolling Field, stopped here for a short time.

Lieut. Frank E. White stopped here on his way to Scott Field while making a regular airways trip. Several pilots from this station expect to attend the aerial exhibition at Scott Field.

As soon as the Round-the-World Flyers reach Washington, practically every officer here hopes to attend the banquet which will be given in their honor.

Capt. C.O. Thrasher left to attend a family reunion at Gillman, Ill., Lieut. E.E. Adler acting as Quartermaster during his absence.

Lieut. H.A. Bartron and family departed to Northern Michigan for a ten days' fishing trip.

Lieut. S.E. Frierson returned from a two months' leave of absence.

Lieut. Vincent J. Meloy, accompanied by Mr. A.J. Sewart, arrived by air from Nashville, Tenn. Lieut. Meloy is the Regular Army instructor for the Tennessee National Guard, and Mr. Sewart is in charge of the maintenance of airplanes and engines at the flying field used by the Tennessee Guardsmen. They returned to their home station the following day, accompanied by Lieuts. G.V. McPike and E.E. Adler.

Major Geo. H. Brett and Lieut. Carl A. Cover flew to Chanute Field to consult with the Engineer and Supply Officers there regarding repair of Air Service equipment. Major J.H. Rudolph and Lieut. F.P. Albrook also hopped over to Chanute on the same day. These four officers returned to Fairfield on the evening of same day.

Hqrs. 2nd Div. Air Service, Fort Bliss, Texas, August 2 - 8.

CROSS COUNTRY FLIGHTS - The following cross-country flights were made by personnel at Fort Bliss: Lieut. Weddington and Sgt. Rhodes to Nogales, Ariz., to make a mosaic of Camp Stephen D. Little; Lieut. Weddington and Sgt. Rhodes to Marfa, Texas, for the purpose of arranging for construction of dark room for photographic use during maneuvers; Lieut. Clark and Sgt. Williamson to Lowery Field, Denver, Colo., for the purpose of instructing National Guard officers during training camp; Lieut. Douglas to Kelly Field to fly Private Adams to this station; Sgts. Tyler and Pierce to Kelly Field, the former to take a photo ship there for repairs and the latter to bring Sgt. Tyler back to this station; Lieut. Clark and Private Bell to Denver, Col.; Lieut. Gale and Sgt. Holmstrand to Albuquerque, N.M. and return.

Lieut. Gale and Capt. Bender made two reconnaissance flights, one to drop messages at Command Posts and the other to send radio messages to Division Hqrs. and junction of Lei's Well and Newman Road.

Lieuts. Duncan and Hopkins arrived here from Kelly Field, returning the following day.

BASEBALL: The Air Service ball team won three games during above period, defeating the Special Troops 14 to 3, the Second Machine Gun Squadron 8 to 3; and the Eighth Engineers by forfeit, that team failing to appear on the diamond.

MISCELLANEOUS: Pvt. Charles H. Oseland left for Chanute Field to take a course in radio at the Air Service Technical School at that station.

Pvt. Edilberto Rodriguez, 12th Obs. Sqdrn., left for detached service at Douglas, Arizona, to relieve Pvt. Robert Wolfe from duty at that station.

Three photographic flights were made August 7th for the purpose of training reserve officers. The first flight was made by Lieut. Douglas and Capt. D'Amour, A.S., O.R.C.; the second by Lieut. Evert and Lieut. Thorpe, A.S., ORC, and the third by Lieut. Gale and Lieut. Foy, A.S., ORC.

Gunnery flights were made August 8th by Lieuts. Weddington, Douglas, LeBreton, King, Greene, Capt. D'Amour and Sgt. Pierce for the purpose of training reserve officers.

Lieut. Evert returned from a 30-day leave of absence spent in Chicago, Ill. and Sparta, Wis.

96th Bombardment Squadron, Langley Field, Va., August 29.

During the past week the commissioned and enlisted personnel of the squadron completed the training of three reserve officers assigned to the squadron for active duty - 1st Lieuts. L.L. Bowen, W.S. Wilson and W.T. Atkinson. These officers showed unusual aptitude and rendered valuable assistance in keeping the monthly flying time total of the squadron on a high average, which is practically as much as the rest of the Group combined, same being due to the fact that the mechanics show unusual proficiency in keeping all equipment in commission at all times.

August 20th being the yearly anniversary of organization day, all duty was suspended and the squadron journeyed to Grandview Beach and spent the day on a most enjoyable outing to celebrate. Among the notables attending were Major and Mrs. J.H. Pirie (Major Pirie being the Group Commander), Capt. Black, the Squadron Commander, and Mrs. Black; Lieut. and Mrs. Horton; Lieut. and Mrs. J.M. Davies; Lieut. H.A. Craig, Group Adjutant, and Mrs. Craig; Lieuts. L.L. Bowen, W.S. Wilson, A. Lindeburg, W.T. Atkinson and Kaufman. The members of the squadron believe the oc-

casian was a sufficient commemoration of August 20, 1917, the day the squadron was first organized to help render the Boche Air Service hors de combat. The party left the beach late and consequently there were quite a number of extra kitchen police due to the men missing reveille. We were accompanied on the outing by our venerable military lawyer, Private Glass, who insists on carrying two copies of the 96th Article of War with him wherever he goes. As everyone knows, that article covers everything in the service, but the disadvantage lies in the fact that he uses the copies to walk on instead of practicing law with them.

San Antonio Air Intermediate Depot, Kelly Field, Texas, August 8th.

Major Lackland, the Commanding Officer, has granted a leave of absence to his mother, who is enjoying a two months' visit with her daughter, Mrs. Talbott, the wife of Dr. John Allen Talbott, of Washington, D.C. Mrs. Lackland, rather than face the heat of railroad travel, chose the cool comfort of a sea voyage via Galveston and New York. While Mrs. Lackland is the mother of the C.O., she is also affectionately held by all the officers and their families on the post as almost a mother to them, and her absence at this time is accordingly felt whole-heartedly by everyone.

At the San Antonio Country Club, the officers of the Depot gave a farewell dinner dance to officers ordered away and to welcome those reporting. The tables were decorated with cadena de amour. The decorations were pink and white. The favors for the ladies consisted of small bottles of French perfume and those of the officers depicted their favorite sport or pastime. At 11:30 the swimming pool was invaded by a majority of those present. A very amusing incident occurred in the pool in that Lt. Powers climbed on to a large inflated inner tube in the pool and stretched out in a very comfortable position. Several minutes later someone made an investigation as to the cause of his unusual quietness and found that the combination of good music and the soothing motion of the waves in the pool had lulled him to sleep. He was a very much surprised and embarrassed young officer upon being awakened. We think that this speaks volume for the music, swimming pools and climate of San Antonio.

This Depot has just received an NAU-6 carburetor, especially designed for use on Wright-H type engine. This carburetor is being installed on an MB-3M airplane with a view of eliminating excessive vibration.

The Inspection Department, recently organized by Lieut. Ivan G. Moorman, Chief Inspector, has succeeded in reducing the mechanical difficulties encountered in production to a minimum.

France Field, Panama Canal Zone, August 4.

EDDIE INSCRIBES ANOTHER LETTER TO ALICE

Dear Alice:

There has been a lot of strange goings on lately which are so mysterious that I am almost exhausted running around trying to find out what is in the air besides rain which falls here so often now that the only things that can wade around are crabs and cayucos with fisherman in them. Maybe you dont know what a cayuoco is? It's a piece of wood from a tree pointed at both ends and dug out like you do when you eat a piece of watermelon and is preferred by the natives here to the ordinary row-boat as oars is scarce and everybody paddles his own.

There has been a lot of shooting called gunnery going on here from planes mostly but I havent yet found out what the affair amounts to but the flyers come home with their faces all blackened up and if they wasnt so serious you'd think they belonged to a minstrel show or else these guns are coal-burners and they forget to put on a chimney to carry off the soot which looks to me like a good idea. And speaking of ideas I had another one last week which you can verify by the map and that is that I have just come to realize that it is a lucky thing for the good old U.S. that the Isthmus was here between S and N America or we would have had to dug a long ways further to put in the Panama Canal which they got mixed up on anyhow because they put the western entrance on the Atlantic side and the Eastern entrance on the Pacific side.

Lieut. and Mrs. Schnieder and Lt. Dowman arrived a few days ago and we are glad always to welcome new blood. The score for mustaches is now 9 for and 48 against wandering eyebrows (ladies not consulted). The bombers have been disposing of a lot of bombs lately from their big ships. Nobody will tell me what the hurry is all about but it seems that there must be a lot of extra bombs on hand and the

ships take them out and fly around over the water, and when they find a safe place where they can't see any boats under them they let go but there seems to be a lot of argument afterwards as to where they went and everybody stayed up in the air so much that for the month of July the time for the fifty-five officers flying totaled 870 hours which makes an average of almost 16 hours each which isn't much when you're saying goodnight to the only girl in the world but quite a long drop if you're waiting all that time for the chute to open.

The Exalted Order of Benedicts have a new recruit in the person of Lt. Morgan who comes stealing in from the States with a bride the other day. Mrs. Morgan was formerly Miss Marie La Riviere and if my judgement is as good as it usually is I'm sure the post personnel has gained a lot in their presence.

I haven't heard any rumors yet about the Post Office Department going on strike so it would seem that whatever mail you address to me ought to get here before Christmas anyhow and next time don't get my letter and that soft one you wrote to Clarence Smith mixed in the wrong envelopes. If you will inclose a postage stamp next time I will be fair enough to send it to him if he will do likewise which is only a gentlemanly act among rivals anyhow.

Please tell your brother to stop sending me crazy postcards with my name on them or people here will think he has got something on me which you know isn't so yet.

Your loving Eddie.

Air Service, Tenn. National Guard, Nashville, Tenn., August 11.

The following personnel, Capt. C.A. Pierce, Cavalry, D.O.L., Lt. Vincent J. Meloy, Air Service, D.O.L., left Nashville, Tenn., on the morning of July 1st at 7:00 a.m. in airplane, Air Service No. 68033, for Dayton, Ohio. The trip was made under very favorable weather conditions, with the exception of a slight northeast wind, and at 10:15 a.m. Standard Time, 11:15 a.m. Daylight Saving Time, the landing was made at McCook Field, where the plane was serviced. At 1:00 p.m. Daylight Saving Time, the plane took off for Moundsville, W. Va., arriving there at 2:45 p.m. On this trip the new airways map, furnished for this trip, was used by the pilot for the first time and it is noted that a remarkable degree of accuracy can be obtained by the use of same. Due to the good visibility and these maps were never at any time in doubt as to our positive location. The plane was serviced at Langin Field and the departure for Washington was made at 3:00 p.m. The wind had changed so that it was almost coming from due north and a haze had come up. With the use of the airways map, just mentioned, the Navy compass and Type B compass in this plane we were never off our course and landed at Bolling Field, Washington, D.C., at 5:05 p.m.

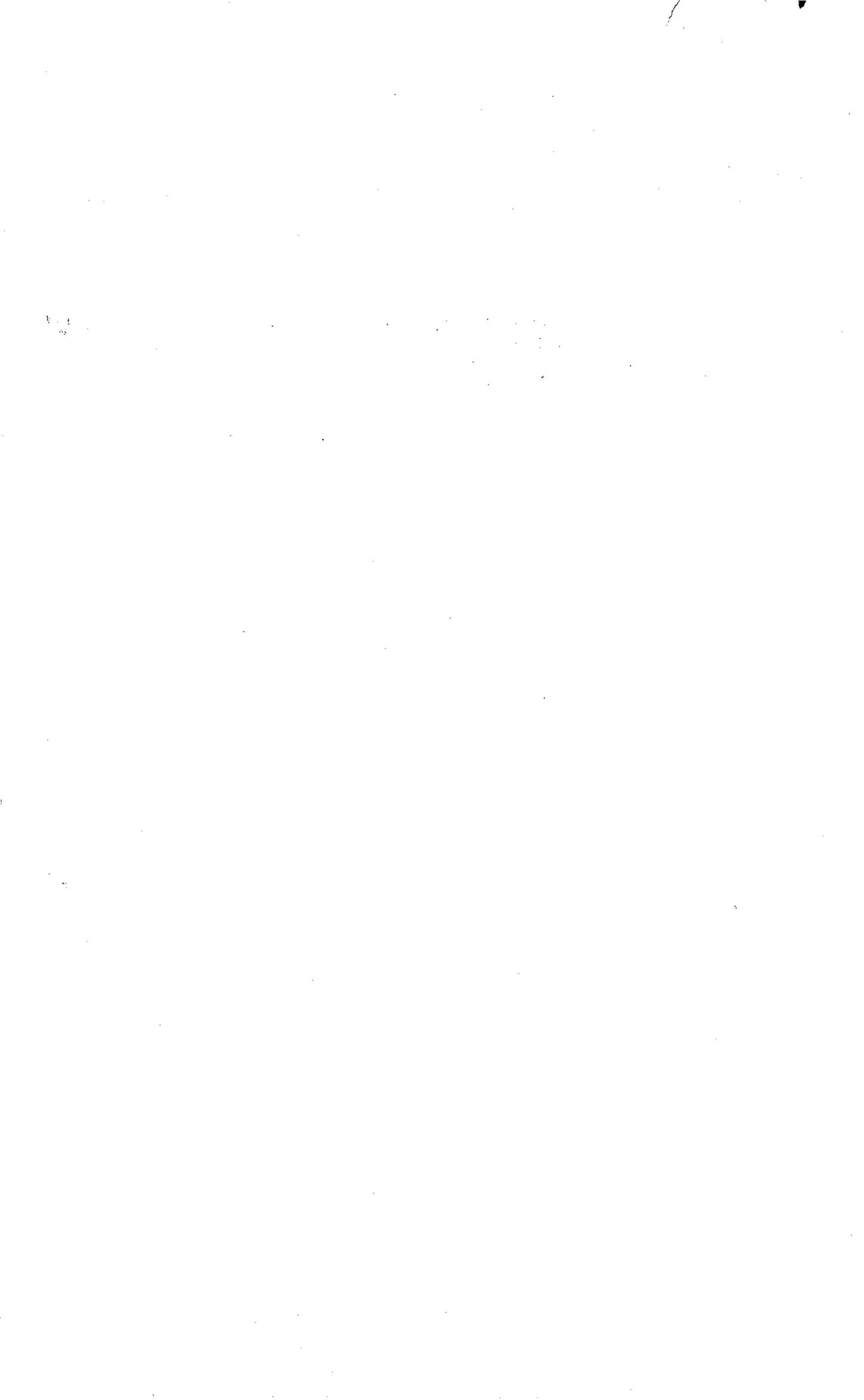
The plane was thoroughly inspected at this station and at 2:30 p.m. on July 2nd we took off for Miller Field, Staten Island, N.Y., arriving there at 4:35 p.m. Again the airways map proved its value, because from Philadelphia to Miller Field the haze and smoke was very bad, but the accuracy of this map enabled us to minutely check our location. At 2:30 p.m. on July 3rd the plane left Miller Field for the Boston airport, arriving at the latter place at 4:30 p.m. This flight was made by a direct compass route. Except for about ten minutes while crossing Long Island Sound, the pilot was at all times able to check accurately on landmarks. Being the first time this country had ever been traversed, a very close check was made, using both Rand-McNally and airways map. The latter, needless to say, because of its detail and scale, it was decided would be of greater value, particularly in reference to the location of towns and the main highways.

On July 7th the return flight was started, plane leaving the Boston airport at 3:00 p.m. Clouds were about 1000 feet with the wind blowing from the southeast. A direct compass course to Miller Field was flown and when in the vicinity of the mouth of the Connecticut River the haze became very thick, so that the pilot climbed to an altitude of 4000 feet, remaining at this height until New York Bay had been crossed and the plane was over Miller Field. The landing was made there at 5:15 p.m. On July 8th the plane was thoroughly gone over and some magneto trouble which was noted when it was warmed up was remedied and a test flight of 40 minutes was made. At 2:15 p.m. on July 9th the plane left for Bolling Field, arriving there at 4:35 p.m. During the last hour the motor developed three cracked water jackets around the spark plugs and this was reported upon arrival at Bolling. On July 10th the necessary repairs were made and the following day at 11:00 a.m. in formation with an airways plane from McCook Field, piloted by Lieut. Fairchild, and a similar type from Selfridge Field, piloted by Lieut. Blackburn, the flight

for Dayton was started. Moundsville was reached at 1:30 p.m., where the planes were serviced and at 2:00 p.m. all three planes again left for Dayton, arriving at McCook Field at 4:00 p.m.

The repair work which had been done at Bolling had begun to show evidence of strain, so that the Engineer Officer at McCook thought it advisable to install a new motor in Airplane No. 68033. During the course of this installation inspectors at this field thoroughly checked the plane and condemned it for any further flying, due mainly to its age and the fact that it had 400 hours of actual flying time. On July 17th the pilot was loaned a plane by McCook Field in order to return to his proper station.

The flight was made under favorable conditions and, aside from the action taken by the authorities at McCook Field, nothing of a notable nature took place. It is my opinion that wherever possible all planes making cross-country flights of any length should be equipped and instructions be given to use only airways maps unless, of course, same are not available for the specific route to be followed. The total flying time of the entire trip was 20 hours and 5 minutes.



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

FOR RELEASE OCTOBER 1, 1924.

LIEUT. MAUGHAN'S OFFICIAL REPORT OF HIS DAWN TO DUSK FLIGHT

Although everyone interested in aviation is familiar with the details of Lt. Russell L. Maughan's transcontinental dawn to dusk flight, which he made on June 23rd last, we believe our readers will be interested in learning the details of this epochal aeronautical achievement from the pen of the famous pilot himself. Lieut. Maughan's official report on this flight has just reached us, and a perusal of same indicates that but for a number of unforeseen circumstances which he encountered during his all day "grind", he would have reached the Pacific Coast before sunset easily. In surmounting all these obstacles and bringing his flight to a successful conclusion Lieut. Maughan has again demonstrated his extraordinary ability as an airplane pilot, and has added prestige not only to himself but to the Army Air Service as well. There is no need, however, to dwell at any length on the competency of our Army aviators. One need only mention the Around-the-World Flight and stop the argument then and there. Lieut. Maughan's report of his flight is quoted below in full, as follows:

"The airplane used for the dawn-to-dusk flight was a Curtiss Pursuit, or PW8. During the two flights of 1923 an old airplane of the same type was used, but due to its having had an excessive amount of flying before being designated as the plane to be used for these flights, it was unable to withstand the strain. For this year's flight a new airplane was secured from the Curtiss Airplane and Motor Corporation, it being one of twenty-five contracted for by the United States Air Service. Standard equipment was used and few alterations were made so that the test would be a test of standard equipment as nearly as possible. The following changes were made: the machine guns, ammunition, and photographic material were removed and replaced by two extra tanks of gasoline, totaling eighty gallons. This raised the gas capacity from the original eighty gallons to one hundred and sixty gallons. At full throttle this airplane was now capable of remaining in the air five hours and five minutes under sea level conditions.

The flight itself began at 2:58 a.m. Eastern Standard time. According to the almanac dawn comes some thirty-six minutes earlier than this, at 2:22 a.m. Due to climatic conditions and to overhanging clouds it was deemed best not to start until it became a little lighter, it being supposed that there was plenty of time in which to complete the flight before dusk came at 9:41 p.m. Pacific time.

The take-off was without incident, the first unusual conditions being encountered in the vicinity of Pittsburgh. At Pittsburgh it was necessary to fly through 75 miles of rain and dodge through, over and under 100 miles of fog. From Zanesville, Ohio, on no further trouble was encountered and a landing was made at Dayton, Ohio.

At Dayton I found the mechanics with their equipment all in readiness and the plane was gassed and oiled in twenty minutes. It was then that the only mechanical trouble of the flight occurred. An installation had been made on the plane so that it would be possible, if found advisable, to refuel the plane without stopping the motor. A special valve had been installed on the right-hand side of the fuselage near the trailing edge of the lower right wing. The valve itself would stop any flow of gasoline, but as a safety precaution a cap was screwed on the valve in case the valve itself should cease to function. In tightening up this valve at Dayton an over-zealous mechanic used an 18-inch monkey wrench and twisted off the valve from its connection to the two gas tanks. No one can be blamed for this incident as the connection was ordinarily strong enough and the valve had been tightened before either by hand or by a small wrench, and its failure in this case was due purely to the mechanic's eagerness to have me on my way in record time. The valve was taken from the plane, soldered in the shops at McCook Field, replaced, the plane refueled and the start made within an hour. The total stop at McCook Field was only one hour and twenty minutes.

From Dayton to St. Joseph, Mo., the second stop of the flight, no trouble was encountered, except that it was necessary to fly around three local thunder showers. This was at the same time both the easiest and the hardest leg of the flight to make - easiest because St. Joseph lies directly east of Dayton and one has but to follow section lines to arrive at his destination. On the other hand, this came from the fourth to the eighth hour of flying, which is usually the hardest, and there was nothing to break the monotony of the flight. It was at this period that it was found almost impossible to keep awake. This was undoubtedly due to the steady purr of the motor, the heat of the day and the early hour of rising.

The following telegram had been received from St. Joseph, Mo., and was found to adequately describe the conditions existing. It read: 'Field very soft, standing water in center. Red flag will be placed on soft spots and hay mounds.' The landing was made without incident between the soft spots and the hay mounds. A close examination of the field now showed that it would be impossible to clear on the take-off with a full load of gasoline. The field is 2400 feet long, but water standing in a hollow in the center made the available space only 1200 feet. Accordingly only 110 gallons were placed in the plane for the take-off. Even with this amount of gasoline the motor at full throttle could not start the plane rolling without the help of six men on each wing. The take-off was made in exactly 1200 feet, the wheels barely missing the water and soft mud in the center of the field.

The distance to Cheyenne, Wyo., was 460 miles and I knew that it would be impossible to make this in one flight without throttling the motor. Under normal conditions the motor would have been throttled, but increasing head winds showed that it would take too long to reach Cheyenne with a throttled motor. A landing was therefore planned and made at the air mail field at North Platte, Neb. I had learned from previous experience that the best of service was always given at the air mail fields and this was borne out by the fact that it took but twenty minutes from the time the landing was made until I was away again upon the flight.

It was at North Platte that I first learned the severity of the heavy head wind which was blowing above 1000 feet, it being reported that at this altitude the wind was approximately fifty miles per hour. The flight from North Platte west to Cheyenne was therefore made very close to the ground where the wind was blowing only about twenty miles per hour.

Considerable difficulty had been anticipated for the landing at Cheyenne, as the altitude is 6200 feet and the air very thin and light. The landing was made without difficulty, however, and the plane immediately prepared for continuing the journey. During the flight of the previous year the airplane had used all but 300 yards of the one and three-eighths-mile field, and considerable worry had been felt regarding the take-off. The take-off, after refueling, was made without incident and in safety but the plane would not have cleared the field had the wire fence at the end of the field been on the ridge instead of in the hollow.

The flight from Cheyenne to Salduro, Utah, was made at an average altitude of ten feet above the obstacles encountered. This was found necessary because at Cheyenne a weather report was received showing that at 1000 feet there was a head wind from Cheyenne to San Francisco ranging between 50 and 63 miles per hour.

A second factor entered into the flight from Cheyenne west. With a full load of gasoline a speed of 140 miles per hour could be attained at 7,500 feet but this speed was reduced to 127 miles per hour at 9,000 feet. As it was necessary to attain 9,000 feet altitude to clear the mountains, unless the valleys were followed, it can readily be seen that there was an ever-present dilemma as to whether to take the direct air line with its 127 miles per hour and its 50-mile wind or whether to take the lower altitude with its decreasing head wind. The latter course was almost invariably chosen, as measurements previously made on the map had shown that slight variations from the direct air line added but little to the total mileage. In following out the latter policy I came out of the mountains at Ogden, Utah, some forty miles north of the air line course. From Ogden to Salduro was easy going, as the altitude was only 4400 feet and there were no more mountains involved.

The landing, refueling and take-off at Salduro, Utah, were without incident, the direct air line course being again discarded in favor of the lower altitude with its longer mileage. It was known before I left Salduro that I would be hard pressed to reach San Francisco before dusk, but I was hardly expecting a heavy overhanging bank of clouds to shut off all light from above and at the same time have a ground fog shut off all light from below. It was indeed fortunate that I

had flown forest patrol for several years over the country from Reno to Sacramento and that I had flown many times between Sacramento and San Francisco. Even under these conditions the flight grew more and more difficult. Sacramento was finally recognized in the dusk by the Travelers Hotel and the little church round the corner, and Mare Island was recognized by the ships in the bay. Guessing was exceedingly well done, as the stars from above could not shine through and the fog underneath was steadily growing heavier, making it impossible to tell whether it was ground or water underneath. It was impossible to come down low and ascertain this fact, as there are several mountain peaks or ranges of hills in the Bay region.

A course was chosen to the right of all the lights seen so as to insure not missing San Francisco in the fog. The lights mentioned consisted, not of individual lights, but simply of a dull glow which could be seen through the fog. Even from directly above no light could be seen - just the dull glow mentioned. Under these conditions, with only twenty minutes of gasoline left, is it any wonder that I was delighted to see the beam of the revolving flash light on the prison at Alcatraz? (I hope never again to be so glad to see prison lights). Only then was I sure that the flight was a success.

The wind coming in through the Golden Gate ahead formed a full eddy and split up the fog allowing the light to come through in spots so that it was possible to get below the fog without difficulty and make a landing in safety. The first flight over the field was made at 9:40, but one minute before the arrival of dusk. The landing, however, was not made until some eight minutes later, as it was necessary to circle the field several times to be sure that the crowds had not encroached upon the airdrome.

The popular interest in the flight along the entire way had been tremendous. At New York there were approximately 100 people present for the take-off. At McCook Field, even though the public had not been notified, there were about 200 people present. At St. Joseph, Mo., the crowd had increased to approximately 3,500; at Cheyenne, a town of some 15,000, there were approximately 2500 present. This interest, however, had not prepared me for the 50,000 enthusiasts who were still waiting for me at 9:40 p.m. in San Francisco. The crowd at San Francisco was very well handled and very peaceable; but as soon as the landing was made they became unmanageable and rushed headlong on to the field. This latter point is mentioned inasmuch as the plane, of course, received severe handling.

No mechanical trouble was experienced on the entire trip except the one breakage at McCook Field, and the plane with a slight overhaul at San Francisco was flown back to Dayton, Ohio, without any further trouble. At Dayton six valve springs were changed and the flight continued to New York. Ordinarily, on a flight of this kind, spark plugs have to be changed, the motor tuned up, or the plane adjusted, but these were all found to be unnecessary. The overhaul of the plane at San Francisco failed to reveal any trouble except a slight water leak which was quickly repaired. The above is particularly mentioned inasmuch as the plane and the motor had received a very severe test.

From New York to Dayton the motor was throttled and the average speed was only 140 miles per hour. Between Dayton and San Francisco, due to the hour's delay at Dayton, the extra stop at North Platte, Neb., and the 50-mile head wind for the last 1200 miles of the flight, the motor had been run practically wide open, the speed varying from 165 miles between Dayton and Cheyenne and 130 miles from Cheyenne west to San Francisco. The total distance covered was 2,670 miles. The elapsed time was 21 hours and 48½ minutes and the total flying time was 18 hours and 36 min.

I had anticipated that I would be extremely tired when I reached San Francisco but I found upon my arrival that, though tired, I could still have continued and made one more hop had it been necessary or had time permitted. The only ill effect noticed from the flight was that I was unable to sleep more than four hours at night during the following two weeks. This was true even the night of June 23rd, the night following the flight.

For the dawn to dusk flight two mechanics had been sent to each of the four fields where landings were to be made for refueling. One mechanic from each field had previously been sent to Mitchel Field to familiarize himself with the airplane and motor which was undergoing completion at the Curtiss Plant. After test flights were completed these men joined their fellow mechanics at the various stations and rendered assistance on the day of the flight and on the return trip to New York.

Special mention should be made of Mr. O.E. Stutsman. Mr. Stutsman was the first to reach the Curtiss plant and was in charge of all special installations made on the airplane. Mr. Stutsman had the matter so well in hand that upon my arrival at the Curtiss plant, some three weeks later, I found everything progressing

satisfactorily and several changes made which I had not previously requested. Mr. Stutsman, who was stationed at Salduro, Utah, during the flight, went to San Francisco and made all the repairs necessary on the plane for its return trip to New York.

The dawn to dusk flight had been authorized by the Chief of Air Service in order to demonstrate what the Air Service had so long contended; first, that a standard pursuit airplane properly equipped was capable of withstanding such a severe grilling as would be received on a flight of this nature; second, that a pilot was able to withstand the strain involved - some eighteen hours flying in one day; third, to show commercial interests the possibilities of the pursuit type of airplane and its reliability, and to make them realize that they were not using it to full advantage either in their individual commercial interests at present organized or in the creation of air lines such as are being operated in Europe today; and, fourth, that it is possible to have an air force located somewhere in the middle west which can be transferred to any border of the United States within the span of a single day. It is of course too expensive to maintain an air force on each coast or border large enough to repel an enemy attack of such magnitude as will be launched during the next war.

R. L. MAUGHAN
1st Lieut. A.S."

WORLD FLYERS COMPLETE AERIAL CIRCUMNAVIGATION OF THE GLOBE. ✓

After a lapse of six months and six days, the around-the-world flyers returned to Clover Field, Santa Monica, Calif., the place from which they started on March 17th last on their historic world-encircling flight.

Chalk up another great triumph for America and the Army Air Service! This country may justly be proud of enjoying the distinction of being the first nation to accomplish the stupendous undertaking of a flight around the world by airplane. Thus far we have received no detailed report from the commander of the world flight, Lieut. Lowell H. Smith, covering any portion of their long and interesting journey, and so we cannot dwell at this time on the experiences encountered by the Army airmen. It was not deemed wise to place on the commander of the flight the burden of writing official reports on such a difficult mission as the one undertaken, realizing that all his time would have to be utilized in taking needed rests and keeping equipment in shape, as well as making plans for the jumps ahead.

We shall no doubt be fully enlightened on the details of the world flight when Lieut. Smith renders his official report to the Chief of Air Service. One thing we can say as to the general effect of the world flight is that it created interest all over the world and aroused unbounded enthusiasm in the United States. We can only hope that this enthusiasm will be lasting and that aviation from now on will receive the recognition and support which it surely merits.

In our last chronicle of the world flight we left off where the flyers had landed at Boston. They left the "City of Culture" at noon on September 8th, with Mitchel Field, L.I., New York, as their destination. They were escorted by eight other planes, including General Patrick's plane. At three o'clock the planes were skirting Long Island Sound. Crossing the Harlem River, the planes headed for Central Park, flew at an altitude of about 2,000 feet over 5th Avenue, crossed the East River and Brooklyn, and landed at Mitchel Field at 3:20 p.m. The streets and open spaces of the American Metropolis were filled with excited New Yorkers, their upturned faces watching the flyers speeding over their city. Factory whistles began to shriek, and sirens from fire departments, liners, steamers, tug boats, etc., joined in the general din.

There was a crowd of about 5,000 people at Mitchel Field to greet the flyers, and as they landed there was a wild outburst of cheering. The Prince of Wales and his party were in the grandstand, and the Prince appeared as much enthused as the others. After General Patrick landed, he crossed the field and shook hands with Lieut. Smith and his companions. There were ceremonies, speeches and presentations at the grandstand. Hundreds of telegrams and cablegrams were awaiting the flyers. They received the congratulations of not only the Prince of Wales but of King George V, who cabled as follows to General Patrick:

General Patrick "Balmoral Castle Sept. 8, 1924

Chief of American Military Air Service
Washington

Will you kindly convey to Lieutenant Smith and Lieutenant Nelson my hearty congratulations on completing for the first time in history the circle of the world

by air. I have followed with interest and admiration the progress of their heroic undertaking.

George R I"

From the Prince of Wales the airmen received personal congratulations. After the ceremonies at the grandstand, Lieut. Smith and his five companions were presented to the Prince, who shook hands and congratulated each of them, at the same time recalling their meeting in London when the airmen landed at the Croydon Airdrome.

Lieut. Smith in an interview remarked that the Navy cooperation was wonderful, stating that they took hold of the flight and treated the flyers as though they were part of the Navy. He also praised the cooperation of the United States Coast Guard and the Bureau of Fisheries.

The thanks of the Army for the Navy's cooperation in the world flight were expressed by the Secretary of War to the Secretary of the Navy in letter of Sept. 21st, as follows:

"The officers of the United States Army Air Service have nearly ended their flight around the world. Its successful accomplishment was made possible solely by the combined efforts of all of those who were asked for their aid.

I desire to express to you and to the officers and men under your command my great appreciation of all that they did to help. Under the most trying circumstances, ably and whole-heartedly, they did their best to bring this flight to a successful conclusion."

On Tuesday, September 9th, the flyers took off from Mitchel Field for Bolling Field, Washington, D.C. The weather in Washington was anything but propitious for the occasion of the flyers' visit. As early as ten o'clock a crowd commenced to gather at the field. A heavy downpour, however, drove them to cover in the various hangars on the field. Had the weather been fair, there is no question but that an immense throng would have greeted the famous birdmen. President and Mrs. Coolidge arrived at the field before noon, followed by virtually all the members of his Cabinet. An announcement by radio that the airmen were delayed on their trip by the unfavorable weather did not alter the determination of either the President and his cabinet down to the youthful barefooted aviation enthusiasts, who were amusing themselves during the long wait by shooting toy airplanes into the air and watching with delight their amazing maneuvers as they came down, to remain and welcome the world-encircling airmen. The President whiled away part of the time inspecting several airplanes on the dead line. As the time for luncheon arrived, word was passed that the flyers had landed at Phillips Field, Aberdeen Proving Grounds, Md., and would take off again after partaking lunch. They did not purposely land at Aberdeen for luncheon, but the slow going in the fog and rain made it necessary for some of the escort planes to land at Aberdeen for the purpose of refueling.

To keep up the interest of the spectators every once in a while a Bolling Field plane would take the air for a flight around the field or to some distant point. The President and his party had luncheon at the Officers' Mess, and when they returned to the field things began to brighten up, as it stopped raining and the sun emerged from the dark clouds. All eyes expectantly scanned the horizon for a glimpse of the airmen. Finally, at three o'clock, when dark clouds again obscured the sun, the patience of the crowd was rewarded by the sight of two world cruisers, surrounded by an escort of eight other airplanes, heading for the field from the northeast. The Flagship "Chicago", piloted by Lieut. Lowell H. Smith, was the first to land, followed a few seconds later by the Boston II, piloted by Lieut. Leigh Wade. These two pilots turned the noses of their ships in the direction of where the President and his party were awaiting to meet them. President Coolidge gave each of the flyers a warm handshake and congratulated them on their wonderful achievement. Spectators began to wonder what had become of the third World Cruiser, the "New Orleans". Shortly after the landing of Lts. Smith and Wade, an unobtrusive DH4B airplane taxied to the line. To our surprise the pilot who hopped out of the front cockpit was Lieut. Nelson, who lost no time in joining his fellow flyers. He seemed to be considerably provoked and, no wonder, for he was forced to land at Halethorpe, Md., an old aviation field just outside of Baltimore, Md., due to mechanical trouble. The mention of Halethorpe Field recalls to mind the early days of aviation when, some 14 years ago, in December, 1910, an aviation meet was held there, and which was participated in by such pioneer flyers as Latham and deLessups, the Frenchmen; Hoxie, Drexel, Ely, Willard and Radley. The outstanding event of that meet was Hubert Latham's famous flight over the city of Baltimore for a substantial prize offered by a

Baltimore newspaper.

Following the introductions all around, the staff of news photographers had their inning, and for ten minutes or so the President, the Cabinet members and the world flyers stood in various poses for their benefit. The ropes proved no barrier to the enthusiastic crowd, and after the President and his party left they surrounded the flyers, shook their hands, patted them on the back and wished them all sorts of good luck. The flying Magellans were to have flown over the city of Washington prior to landing at Bolling Field, but the lateness of the hour and the knowledge that the President and his Cabinet were waiting at the field necessitated the abandonment of that program. The residents of the National Capital were however, afforded the privilege of watching the world flyers circle over the city on National Defense Day, Friday, Sept. 12th, when the weather was all that could be desired.

When Lieut. Nelson had his forced landing at Halethorpe, Md., he left the plane in charge of his mechanic, Lieut. John Harding, Jr. Captain Louis G. Meister, of Dayton, Ohio, who was piloting one of the escort planes, perceiving Lieut. Nelson's predicament, left the formation and also landed at Halethorpe. He turned his plane over to Lieut. Nelson, who lost no time in taking off for Bolling Field. The trouble with the "New Orleans" was a stripped timing gear. The following day, Sept. 10th, a new motor was brought to the scene of the forced landing, installed in the "New Orleans", and Lieut. Nelson flew it to Bolling Field.

The airmen called on President Coolidge, Secretary of War Weeks, and high Army officials. Newspaper photographers were on the job as usual. The world flyers are no doubt the most photographed personages in the world today. On their visit to the President they were accompanied by the Secretary of War, General Patrick and General Mitchell. The world flyers paid several visits to the Army Air Service headquarters in the Munitions Building and gave us the opportunity of shaking their hands and congratulating them.

The original itinerary of the flight across the American continent, from St. Joseph, Mo., on to the Pacific Coast was changed, and it was decided to follow the southern route, touching Muskogee, Okla.; Dallas and El Paso, Texas; Tucson, Ariz.; San Diego, Los Angeles and San Francisco, Calif.; Eugene, Oregon, and Seattle, Wash., the terminus of the flight. The reason for making this change was due to the fact that the World Cruisers, having been flown under very unusual conditions and being therefore subjected to considerable strain, have lost some of their efficiency, and it was deemed wise not to follow the Air Mail route - Cheyenne, Wyo., and Salt Lake City, Utah, to Santa Monica, Calif. - which route would have necessitated climbing to altitudes of more than 9,000 feet.

At 10:50 a.m. September 13th, the world flyers took off from Bolling Field for McCook Field, Dayton, Ohio. General Wm. Mitchell accompanied the flyers in an escort plane for a short distance. The trip to Dayton was uneventful save that a dense fog was encountered over Uniontown, Pa., forcing the airmen to deviate from their course. They arrived at McCook Field at 5:33 p.m. Amid the din of the noise-making devices they made an easy landing and alighted from their planes to receive the hearty handshakes and congratulations of their fellow officers at McCook Field and the city officials and business men of Dayton. Newspaper reports state that nearly 100,000 spectators gathered at McCook Field to welcome the birdmen. The three World Cruisers as they approached the field were in the center of a squadron of planes from McCook Field and Wilbur Wright Field acting as an escort. The giant Barling Bomber, piloted by Lieut. Harold R. Harris, was in the lead, and close behind was a small pursuit ship. The difference in size between these two ships created no little comment among the spectators. Lieut. Wade was the first to land, closely followed by Lieut. Nelson and Lieut. Smith.

Lieut. Nelson and Lieut. Harding, his mechanic, who are both stationed at McCook Field, were warmly welcomed by fellow officers who picked them up from the cockpit of the "New Orleans" and carried them around the field on their shoulders. All of the flyers were dinner guests at night of Major John F. Curry, Commanding Officer of McCook Field. Mayor Frank B. Hale, heading a committee of 100 citizens, formally greeted the airmen and, it is reported, each of them was given a leather suit case, presented by the Dayton Chamber of Commerce, while Dr. H.T. Moss, President of the Kiwanis Club of Dayton, gave each of the pilots a \$50 Liberty Bond. The citizens of Dayton started a movement to raise a fund to reimburse the world flyers for expenses incurred by them on their trip, announcement to this effect having appeared in the newspapers.

The Hon. John W. Weeks, Secretary of War, sent the following telegram in this connection to Mayor Hale of Dayton:

"Reference your telegram to Chief Army Air Service about Round-the-World

Fliers and item from Dayton appearing in morning papers stating citizens your city proposed to reimburse these officers for expenses incurred by them while on Flight, I am glad to inform you that this matter has been taken up by the War Department. We believe all of the extra expenses incurred by these officers can be defrayed from available funds. If not, Congress will be asked to make an appropriation for that purpose."

Lieut. Smith and his fellow flyers took leave of Dayton at 10:00 a.m. Sept. 15th for Chicago. During their stay at Dayton the World Cruisers were thoroughly overhauled and reconditioned. Thousands of spectators swarmed to the Air Mail Field at Maywood, Ill., 12 miles west of Chicago, to greet the airmen, who arrived over lower Chicago at 12:34 p.m. The residents of the Windy City watched their flight from all possible vantage points. The World Cruisers, flying in close formation, were accompanied by five escort planes. The landing at Maywood Field was made at 12:55 p.m.

Chicago was naturally very enthusiastic over the world flight, since the Flagship was named in honor of the Middle West metropolis, and the flyers were given a royal welcome. First to greet Lieut. Wade were his parents, who live in Cassopolis, Mich. Reception committees were swept away in the excitement, and the flyers had a hard struggle to reach the automobiles to carry them around the field, the police being forced to make a pathway for them. They were driven to the Riverside Country Club for luncheon and later were conducted on a sight-seeing tour of the city. A reception was given before dinner at the Chicago Beach Hotel, where the flyers received mementos from the Aero Club of Illinois.

Foggy weather forced the aviators to remain in Chicago an extra day, but on the morning of September 17th they took off for Omaha and arrived there at 12:55 p.m., 4 hours and 44 minutes from the time they left Chicago. As was the case at the other stopping points, the citizens of Omaha were on the lookout for the world-encircling airmen. Downtown sections of the city were crowded and traffic was suspended. The landing was made at the Air Mail Field at Fort Crook, ten miles south of Omaha. Several thousand persons were at the field when the planes landed.

In an editorial welcoming the flyers, the Omaha BEE concluded same as follows:

"So Omaha welcomes these flyers today, regretting only that under the circumstances the gesture must be brief. Along with the welcome will go the Godspeed and the hearty good wishes of all. Lieutenants Smith, Nelson and Wade, and your gallant companions, we greet you, and send you on with the heartiest of good will and profoundest admiration for what you have accomplished."

The world flyers retired early in order to rest up for their long flight the following day to St. Joseph, Mo. and Muskogee, Oklahoma. They left Omaha at 10:41 a.m. and made the 125-mile flight to St. Joseph in one hour and 48 minutes, landing at 12:29 p.m. and receiving a wild demonstration from the 5,000 people gathered at the landing field. The three pilots were escorted to the reviewing stand where there was a brief welcoming ceremony. After a stay of less than an hour for lunch and to have their planes refueled, the world flyers hopped off for Muskogee, Okla., at 1:24 p.m., and negotiated the distance of 340 miles in 3 hours and 55 minutes, landing at Hatbox Field at 5:22 p.m., Central Standard time. An advance plane piloted by Lieut. R.C. Moffatt, preceded the air Magellans in landing. His appearance over the city was the signal for all whistles and sirens to shriek a welcome, and the crowd packed around the field burst into cheering. The flyers after leaving their planes paraded through the downtown section of Muskogee. A civic dinner in their honor was held at six o'clock.

Leaving Muskogee at 12:30 p.m., September 19th, on their 225-mile flight to Dallas, Texas, the world flyers landed at Love Field at 4:23 p.m. They first flew over Dallas with an escort of five airplanes, while 20 other ships comprised the balance of the escort that trailed the world airmen. The slow speed was caused by strong head winds. The airmen now faced the last difficult jump between them and their goal - Seattle, Washington - for the distance from Dallas to El Paso by the right of way of the Texas and Pacific Railroad, which the flyers followed for a guide, is 645 miles. They left Dallas at 9:40 a.m. September 20th and landed at Fort Bliss, El Paso, Texas, at 6:15 p.m., Mountain Time. Thousands of people, including visitors from all over the southwest who were attending the International Southwest Exposition, had waited at the Fort since three o'clock. The flyers were escorted by seven planes from Fort Bliss which met them at Sierra Blanca. It was estimated that about 20,000 persons were on the flying field when the planes landed. As the planes taxied up to the hangars, the spectators broke through the ropes that had been stretched to keep them off, and it was with considerable difficulty that

the Cavalry guard was able to hold them in check. Major Leo Heffernan, Commanding Officer of the Air Service troops at Fort Bliss, was the first to greet Lieut. Smith. After the aviators had alighted from their planes they were greeted by Gen. R.L. Howze, Mayor Davis and Mr. A.M. Lockhart of the Chamber of Commerce.

On September 21st the around-the-world flyers completed another lap in their long journey, landing at the Tucson aviation field at 1:18 p.m., Mountain Time, after an uneventful flight of 3 hours and 12 minutes from El Paso. Thousands of persons were massed around the field when the World Cruisers, flying in close triangular formation, appeared over the Rincon Mountains, circled the field twice and then landed at 2-minute intervals. A guard of United States Cavalry kept the enthusiastic crowd in perfect order. Immediately after leaving the field the flyers were luncheon guests of local reserve officers. A reception was held for them at a local hotel, and in the evening they were tendered a banquet by local civic and military officials and representatives of virtually every county in the State of Arizona. Blankets were presented to the aviators at a public meeting held at the University of Arizona - the gifts of various Arizona cities.

Early the following morning, September 22nd, the world flyers took off for Rockwell Field, San Diego, Calif., and arrived there at 10:35 a.m. Needless to say, a large crowd was on hand at the field to welcome them. First to greet Lieut. Smith were his mother and father, and a touching scene followed. The man of steel nerve who had passed through such a trying ordeal as a flight around the world, beset with hardships and dangers, actually wept as his parents embraced him. Another reunion between mother and son occurred when Mrs. Harding, mother of Lieut. John Harding, Jr., flung her arms around her boy's neck. The enthusiasm of the crowd was such that the flyers had a difficult time making their way to the reviewing stand. Finally, Lieuts. Nelson, Smith, Wade, Harding, Arnold and Ogden, with their relatives, were grouped together for the official welcome, and they were cordially greeted by Col. F.B. Lahm, Air Service, Air Officer of the 9th Corps Area, Major S. W. Fitzgerald, Commanding Officer of Rockwell Field, and members of the reception committee.

On September 23rd the world flyers landed at Santa Monica, Calif., at 2:47 p.m., thus actually completing the circumnavigation of the globe. The home-coming was witnessed by what traffic officers declared to be the largest assemblage ever gathered at Santa Monica. We shall no doubt get reports from our Correspondents on the Pacific coast giving the details on the reception of the world flyers, in which event we shall quote them in our next issue.

THE DEATH OF LIEUT. ALEXANDER PEARSON By our McCook Field Correspondent

McCook Field is feeling sorely the loss of Lieut. Alexander Pearson, Jr., who was killed on the evening of September 2nd when the plane which he was flying crashed at Wilbur Wright Field. Lieut. Pearson had been chosen as one of the pilots to compete in the Pulitzer Speed Race on October 4th, and the Navy Curtiss Racer R-8 had been assigned as his mount. He was making a practice flight in the Racer when, upon putting the plane into a climb after having flown level across the field for about a quarter of a mile, the left wing failed at an altitude of about 300 feet.

A sketch of Lieut. Pearson's life, which was rich in courage and daring, and unusually crowded with aviation adventure, is given below, as follows:

Lieut. Pearson was born November 12, 1895, at Sterling, Kansas. He graduated as Bachelor of Science, University of Oregon, and also graduated from the Air Service Engineering School at McCook Field, Dayton, Ohio. Though one of the younger flyers, Lieut. Pearson's record is one of the most highly colorful in the annals of aviation. He was a senior in the University of Oregon when in 1917 he enlisted in the Army, going to the Officers' Training Camp at the Presidio of San Francisco, Calif., where on May 13, 1917, he received a commission as 2nd Lieut. of Infantry. But Lieut. Pearson had his eye on flying and requested a transfer to the Aviation Section of the Signal Corps. When this did not seem to be forthcoming, he resigned his commission, enlisted for ground school work in the Signal Corps, and upon the completion of his flying training was commissioned. During the war he served as flying instructor at various fields, returning to the University of Oregon after the signing of the Armistice to complete work for his degree.

He served at Carlstrom Field, Arcadia, Fla., from January 1 to July 1, 1919; Scott Field, Ill., from July, 1919, to January, 1920; on Mexican Border patrol duty at Douglas, Ariz., Nogales, Ariz., and El Paso, Texas, from January 1, 1920, to November, 1922. Thereafter he served at McCook Field, Dayton, Ohio.

His approximate flying time totalled 1830 hours and he has flown all types of standard and experimental aircraft in the U.S. Army Air Service.

Lieut. Pearson's parents, Mr. and Mrs. Alexander Pearson, Sr., are residents of Portland, Oregon. A brother, William Pearson, also held a lieutenant's commission and was a flyer during the World War.

In 1921 Lieut. Pearson married Miss Margaret Shannon of Douglas, Ariz. Mrs. Pearson holds the unofficial world's altitude record for women in a Martin Bomber. Lieut. Pearson having recently taken her on a flight in this type of ship to a height of 9,000 feet.

In October, 1919, Lieut. Pearson entered the first transcontinental air contest held in the United States. It was a round-trip reliability contest from New York to San Francisco, or vice versa, and it was open to all Army pilots recommended by their respective commanding officers and to all planes of 100 miles per hour speed or over. There were 74 entries. Three classes of competition were to be recognized: (a) time competition, (b) speed competition, (c) handicap competition. The flyer who crossed the continent in the shortest time, irrespective of stops and actual flying time was to be the winner of class (a), the one making the fastest flying time was to be the winner of class (b), and the one making the fastest flying time taking the normal speed of the plane into consideration, was to be the winner of class (c). Lieut. Pearson won both points (b) and (c), crossing the continent twice in 48 hours, 14 minutes and 8 seconds flying time, which was a transcontinental record for that date.

Even the few years that have elapsed give the accounts of that internationally interesting event, -with its uncharted airways, with its lack of parachutes, without improved compasses to give accurate direction through fog, with its old DeHavillands in which in case of crash the pilot was caught between the gas tank and the engine and in which the mechanic slid down the tail to give stability for landing - a quaint tang of bygone flying times. Stormy weather, treacherous landing fields and a forced landing were incidents of Pearson's flight. Toward the close of the trip he took advantage of a rival whose motor was faster than his own but who traveled near the ground to be sure of landmarks, by roaring through the clouds until he struck a favoring wind and by keeping an eye on the flyer beneath him, with the wind giving him added speed, he had his direction charted for him. When asked if he had had any remarkable experience during the trip, Lieut. Pearson laughed and said: "Yes, I got there and back." This is typical of his brevity, for he has even more than the typical flying man's reticence and embarrassment about discussing his own exploits.

It was while he was with the Mexican Border patrol at Douglas, Arizona, that Lt. Pearson met with an experience that the most adventurous of us would prefer hazarding vicariously via a novel and an easy chair to encountering personally. Authority had been obtained to attempt a two-stop coast to coast flight from Pablo Beach, Jacksonville, Florida, to Rockwell Field, San Diego, Calif. It was hoped to cover the 2079 miles in twenty-four hours, establishing a new transcontinental speed record. Special work had been done on a new DH, installing extra large gas and oil tanks to give the necessary capacity for such a flight. Lt. Pearson took off from the field at Douglas, all preparations having been completed, intending to fly to Pablo Beach by easy stages. He was forced down, however, near Columbus, New Mexico, by engine trouble. Help was sent him and it was thought that the trouble was corrected. He took off again, flying to El Paso, Texas, where he spent the night. The next morning, February 10th, 1921, he left El Paso for San Antonio. He passed over Sanderson, Texas, and that was the last seen of him for six days. Sixty-five airplanes combed the country in an effort to find him. The giant Caproni photographic plane was chartered to the cause, hoping that enlarged photographs would reveal some trace of a fallen plane. Editorial writers waxed eloquent upon young soldiers giving their all "in the line of duty". His friends who had been most optimistic began to speak of him in the past tense. Hope was well-nigh exhausted when gaunt, ragged and unshaven on the night of the sixth day he rode into Sanderson and pronounced himself alive. Owing to the aforementioned reticence, the press could never make the most of what had happened during those six days. We suspect in many cases they resorted to their own imaginations. But a few facts crept out. Due to continued engine trouble, Lt. Pearson had been forced to land in the barren waste lands of the Rio Grande Valley in old Mexico, across from what is known as the Big Bend Area of the Texas desert. For three days he had walked without food or water seeking some sign of human life. Then the third day the scent of a skunk had told him water was near and he had come upon the Rio Grande. The first drink of it had

sickened him, but after several hours he had found a raft and had started down the river. Late in the afternoon he saw two trappers, who took him to their camp, fed him and let him sleep. Lt. Pearson had left El Paso Thursday morning. This was Sunday. By Tuesday morning the trappers decided that he was able to travel and one of them set out with him. They rode burros and traveled over rocks and cliffs that it seemed impossible even a burro could manage. The camp was some ninety miles from Sanderson but, capably guided, it was simply a question of time to reach civilization. Lieut. Pearson's plane was rescued and flown back to the States the following May. The difficulties encountered by the expedition in reaching the inaccessible spot where the plane rested is mute testimony of Lieut. Pearson's lone struggle back to his fellows. His transcontinental flight, of course, had to be abandoned.

A picturesque and hazardous opportunity for further adventure awaited just around the corner, however. In June, 1921, the Air Service at the request of the Department of the Interior made plans for studying and charting air currents in and about the Grand Canon. Lt. Pearson was detailed to this duty, also he was to fly the territory surrounding the Canon to locate possible landing fields. At that time it was thought highly improbable that an airplane could fly into the Canon because of the treacherous air conditions. For two weeks, in good weather and bad, Lt. Pearson flew over and into the Canon, being the first in all its age-long existence to make the attempt. For the first time air pictures of the magnificent walls and formations were obtained. The theory of treacherous air currents had proved a fallacy, the only rough region being above the rim of the Canon walls. Another fallacy that Lt. Pearson exploded during these flights was that concerning the impossibility of taking off in high altitudes because of the rarity of the atmosphere. Lt. Pearson landed and took off with surprising ease in Big Park, near the Canon at an altitude of 9,000 feet. Landing fields were charted and have been used frequently since.

About this time Lt. Pearson made many night flying tests, night flying being then in its infancy. Since his arrival at McCook Field his career has been no less active. Upon the completion of his course at the Air Service Engineering School, he was appointed test pilot in the McCook Field Flying Section. On March 31, 1923, he broke the World's speed record for 500 kilometers, held by Bousotrot of France, by 1 hour and 40 minutes. This record was held by Lt. Pearson until June, 1924, when Sadi LeCointe regained it for France. Another record flight was ^{made} from Dayton to New York, when testing instruments, in 4 hours and 4 minutes, the fastest time at that date.

Last year Lt. Pearson was an entrant in the 1923 Pulitzer Race, flying the Verville Sperry monoplane, and great disappointment was his when engine trouble forced him out of the running. In a letter of commendation from General Patrick on his conduct in that instance he was promised a billet in this year's Pulitzer Race. He was to fly the Curtiss R-8 and, from the speed of this plane and Lt. Pearson's skill in handling it, there was little doubt but that he would have taken first place in the Pulitzer Race this year.

The untimely death of Lieut. Pearson deprived the Army Air Service of a sterling pilot and an excellent young officer, and his loss is keenly felt by all. The Air Service sends its condolences to his bereaved family.

AIR SERVICE ACTIVITIES IN HAWAII

During the preceding six months, the 5th Composite Group at Luke Field, Hawaii, composed of the 23rd and 72nd Bombardment Squadrons, 6th and 19th Pursuit Squadrons, 65th Service Squadron, 11th Photo Section and 41st Air Intelligence Section, with several detachments, flew a total of 3000 hours and maintained a monthly average of 80% ships in commission.

From the first inter-island flight, after a lapse of two years, to Molokai in April, 1923, landing fields have been gradually established on all of the five major islands of the archipelago, from Northwest to Southwest, viz: Kauai, Oahu, Molokai, Maui and Hawaii, which from the standpoint of population and commercial importance are ranked as follows: Oahu, Hawaii, Kauai, Maui and Molokai. Fields were also established on Lanai and Niihau.

Monthly inter-island flights are scheduled in training programs, and many special flights are made in addition. The airway system is still in the rough, and the slowness in development has been due to restricted regulations published by Department Headquarters and shortage of combat equipment. It is expected that by

October there will be as complete an airway system as there is in the States.

The civilian population has cooperated fully with the Air Service in establishing these fields, and the Airways System is well sold. It has been easy to demonstrate the saving of time, as the Islands are separated by channels ranging from 15, 20, 40 to 60 miles wide and traversed by slow and small boats.

LOCUST CAMPAIGN WELL UNDER WAY IN PHILIPPINES ✓

Colonel S.I. Johnson, who is connected with the Mindoro Sugar Company at San Jose, Mindoro, and who has helped the Air Service in building and maintaining one of the best flying fields in the Islands at San Jose, paid a visit recently to Manila on official business. He reported that the locust campaign was well under way and that the present heavy rains are helping to check the locust pest. A JN4D airplane has been purchased by the Bureau of Agriculture, and it is being flown by a civilian pilot who has been tutored by Lieut. McCune of Camp Nichols. The Bureau of Agriculture is using this airplane to keep up the work at San Jose which was begun by the Army Air Service. Col. Johnson believes the method of spraying fields with poison dust from an airplane is most effective in combatting the locust.

DOUGLAS WORLD CRUISERS FOR THE PHILIPPINES. ✓

Our Correspondent from Kindley Field, Fort Mills, P.I., states that official information was received that orders have been placed for six Douglas World Cruisers (modified) to be shipped to the squadron stationed at this field. He states that this is, indeed, good news and that with such equipment it will be possible to do some real work and make some nice inter-island trips. While the old H-Boats are reliable, they have served their purpose and deserve to be retired. If some means is now devised of launching seaplanes from either side of the island of Corregidor it will be possible to fly almost daily the year round, which is essential. At present, for at least three months, flying is problematical, due to rough seas on south side of island. If a track system were installed from one side of the island to the other whereby planes could be readily transferred from one side to the other the problem would be solved. This seems to be the better method and would eliminate building hangars on both sides of the island, due to the fact that any number of planes could be transferred back and forth with the track system.

THE WORK OF THE SAN ANTONIO AIR INTERMEDIATE DEPOT

During the month of August the Engineering Department of the San Antonio Air Intermediate Depot, Kelly Field, Texas, under the direction of Lieut. Edward M. Powers, completely overhauled and repaired the following airplanes and engines: Airplanes - 12 DH4B's, 3 MB3M's, 7 JN6H-I's, 1 SE5E, 4 MB3A's, 1 DH4M; Engines - 30 Liberty 12-A, 5 Wright A-2, 8 Wright-I, 11 Wright E, 6 Wright-H, 4 Wright H-3.

In addition to the above, the Engineering Department is preparing one GA-1 airplane, among several others, for entry in the International Air Races to be held at Dayton, Ohio, in October.

For a period of one year, from September 1, 1923 to August 31, 1924, the Engineering Department of the above Depot completely overhauled and rebuilt 352 airplanes and 579 engines, itemized as follows: Airplanes - 148 DH4B, 17 DH4B-1, 3 DH4B-3, 4 DH4B-P-1, 1 GA-1, 104 JN6H, 2 Spad 13-E, 7 SE5E, 37 MB3A, 17 MB3M, 5 DH4M, 3 NBS1, 1 DH4B-4, 1 Sperry M-1A, 2 Vought VE-9; Engines - 260 Liberty 12-A, 126 Wright A-2, 115 Wright I, 28 Wright E, 29 Wright H, 21 Wright H-3.

This averages 1.26 planes and 2.07 engines per working day for the above period. The above year's production exceeded that of the previous corresponding period by 17 planes and 110 engines.

AMERICAN LEGION OF OHIO INDORSES AIR RACES ✓

The following resolution was adopted at the 6th Annual Convention of the American Legion held at Zanesville, Ohio, on August 18th and 19th:

"WHEREAS, There will be held in Dayton, Ohio, October 2, 3 and 4th by the International Aeronautical Association the International Air Races, including twelve events for all classes of Aircraft, and

"WHEREAS, Such competition develops types of aircraft best fitted for military defense, as well as types for advancing commercial aeronautics, and

"WHEREAS, The American Legion believes the defense of this country rests to a

large degree upon the proper development of both military and commercial aircraft, now therefore,

"BE IT RESOLVED, By the Sixth Annual Convention of the American Legion of Ohio that endorsement of these races is hereby given, and all members of the Legion in this Department are urged to cooperate to the fullest extent in making such races a success in order, thereby, that not only may the development of aircraft be expedited, but also the American public educated to the military and commercial value of the airplane."

SAN DIEGO'S PREPARATIONS TO WELCOME LIEUT. SMITH.

In making preparations for the homecoming welcome in honor of Lieut. Lowell H. Smith, commander of the "Round-the-World Flight", the San Diego UNION stated that the Chamber of Commerce is working on a plan to present Lieut. Smith with a fine California bungalow as a token of the appreciation of the people of San Diego. It is also rumored that Lieut. Smith will take to himself a bride after he completes his world cruise, which will make the bungalow a very appropriate and lasting gift.

"ED" CONTRIBUTES A PIECE TO RESERVE OFFICERS' CAMP BOOK

to the Editor
Camp book
Organized reserves camp
Rockwell fld USA

Rockwell Field cal
august 13 1924

Sir:-

This is to let you know that capt Davis who hires all the reserve help around this camp has asked me to write a piece for your paper in which I am to express the pleasures which I and the rest of the ninety 1st feels about having the opportunity to meet & work with such a wonderful representation of the flour of our national defenses which has gathered together he says in a ringing voice at the calls of duty from the snow covered slopes of Hollywood to the rock bound coast of Salt lake & from the schooner laden waters of Puget sound to the water laden schooners of Tea Wanna. Long may she waive & the etc.

Well I always believed in not leaving no one in suspense so I might as well say 1st as last that anybody is a sucker to leave their home & bath with beds & refrigerators & meaniels to wait on them hand & ft to bring themself & family to a place which as far as I can see is something between the annual indurance exercise of the Prushian guard & the 1st couple of reels of the 10 commandments with the reserves putting up a wonderful performance as the isrealites or beegats as they are sometimes called & the regulars casting themselfs for all the best parts as for inst Faroe & all them other eqyption kings J.M.As, M.Pe & the etc. Of course I wouldnt go so far as to say that capt Davis is entirely responsible for all the hardships enjoyed by the reserves. The trouble is that Crissy fld outfits had no sooner come down here to Rockwell fld a couple of months ago than major Arnold decided all the officers needed major repairs or at the very lease to be reconditioned like they was a fucilage or something. So he sicked his twn officers vs the ninety 1st in all sorts of games, shooting assualt & battery golf & the etc with the result that just abt the time all the Crissy officers that was not already in the hospitle begun to acquire the glow of health & got to feeling like they was pretty tough guys why allong come the reserve officers, practically virgin material you might say if you didnt have no dictionary.

It wasnt nobodys fault that lt Taylor had only just recovered the uses of his legs after a trying afternoon with a polo horse & was feeling mean & revengeful or that lt Greene had only just caught up with his sleep after being dragged out several mornings to be dumbfounded & delighted with the shooting abilitys of the Rockwell gunmen. It was tough luck too that just about this time Cy Marriner reads in a book a lot of good dope like early to bed & early to rise & other misleading propaganda vs bunk fatigue & the Lieut is so carried away with the novle idea that he is anxious to share his discovery with everyone.

So for the benefits of everyone who is thinking of coming to any more reserve camps and doesnt want to have their sleep and recreation interferred with I will put down a few suggestions which if followed carefully is guaranteed to do away with at lease ninety percent of the work other than flying.

a. time 6 a.m., class in calisthenics - (note - all names are imaginary)

lt. Taylor - (Sternly) Bending exercise, arms overhead ra-
lt. Clark - (Anxiously) Say Bill how about this glassware in my hip pocket?
lt. Taylor - (instantly) Fall out & report at my tent before dinner.
(Note: This cant be worked more than 20 or 30 times in any one day
on acct of the limits of the instructors indurance)

b. Class in sqdn. adjutanting

lt Bayley - Now you hunt thru the service records and -
lt Roth - Speaking of hunting did you ever shoot a etc - (This is easy and
if properly worked should ought to be good for a whole morning)

c. Any class taught by a pilot.

The idea is that the student says to the instructor innocently that
some other pilot preferably another instructor in the camp see has
made a dirty crack about the flying abilitys of the party of the
1st part. This ought to make it necessary for capt Davis to scratch
off the list at lease 2 courses on acct of 1 instructor being
shortly in the hospitle & the other in the guard ho. This general
idea can be used to eliminate any no. of instructors all at lce by
haveing the students claim they have heard the rumor that all the
ninety 1st sqdn pilots is going to be sent over to the navy for
dual instruction. Then by the time the authoritys gets them quiet-
ed down enough to leave them out of the violent ward the camp will
be over.

(d) This might help some that are run down & in danger of getting a zero from the
Flight surgeon.

Doc Beeson - Now cough.

Reserve Off- Khuff, khuff -

D.B. - Have you ever -

R.O. - Well Doc I was lifting a case of scotch out of my car & -

D.B. - (Aside to clerk) Put down normal (to R.O.) - Where was your car
when this happened?

(e) This next idea is expensive but what & the h--l does a reserve officer in the
automobile business care for expense? This scene is layed on the range at dawn.

lt Greene - Now capt Frye will you have your officers step over to the 50 yd
line!

capt Frye - Just a moment lieut while I think of a name.

lt Greene - What do you want a name for?

Capt Frye - Well you see I got a couple of extra Marmon automobiles that I got
no use for & I was trying to think of somebody that would like one
for a present & give it plenty of fresh air & exercise.

lt Greene - There wont be no more early morning shooting because I am convinced
that the 478 sqdn is all experts anyway & my name is spelt with a
finle e as in automobile.

These are only a few ideas & what you might call elimentary or raw work. With
practice & the uses of a little judgement any reserve officer should ought to be
able to master the more difficult or staff branches of the art & gradually attain
perfection to the viz 100% rest per diem. Then he can return to the marts of trade
with enough stored up vitallity to do his business associates out of their eye
tooth.

yrs truly

Acting pvt 1/cl Ed Stock 91st sqdn.

TYPHOON FLYING IN THE TROPICS ✓
By our Correspondent

The Island of Mindoro, lying off the southwest corner of Luzon, although only
seventy miles from Manila, with exception of a few flat miles edging the coast, is
practically unexplored. When the field at San Jose, on the estate of the Mindoro
Sugar Company was first established, the primitive natives on observing the planes
flying above their jungles, were terrified, believing that the monstrous winged ani-
mals would subjugate and devour or otherwise annihilate them. One instance is re-
ported where a venerable native dropped dead with fright.

As the San Jose field with its large area and sloping sides provide an excel-
lent landing place in all seasons, and particularly during the typhoon season it
has proved a cross country destination of exceeding popularity. It provided "some
place to fly" and an opportunity for the Camp Nichols officers to keep their "hand
in" as cross-country pilots, which the laying of concrete, and more concrete, erect-
ing hangars, building roads and incidentally an airdrome worthy of the name does
not.

Although the airline distance is only one hundred fifty miles, the flight to San Jose is full of interest. To the west of the course, before leaving Luzon, the planes pass Lake Taal, in the center of which is the Taal Volcano, now peacefully resting but always a menace, and which caused a considerable loss of life by its eruption in 1912. Leaving Luzon near Batangas the course lies over the Verdi Island Passage, a water hop of some twenty miles, and through a pass in the Mindoro Mountains, thence south on the west coast of Mindoro to San Jose, which lies on the southwest coast of the island. From the deep green of the jungle-matted mountains, deep canyoned rivers flow out through the cogon grass of the coast land and empty through deltas into the China Sea. The Turquoise greens of the submarine growth are clearly seen through the crystal-clear water, while here and there a number of beautiful small islands and anchored close by occasional tiny fishing boats with their odd shaped sails will appear.

Colonel Johnson's low rambling plantation home is famous for its hospitality. Transportation in the form of hand cars, propelled by husky little hombres, are sent to meet the flyers soon after landing and they ride through waving fields of sugar cane and banana trees over tracks especially laid for convenience of visiting pilots to the genial manager's casa. Col. Johnson, who has received the highest decorations from all the Allied countries while in command of the Allied Military Police Force at Vladivostok, greets the pilots and provides quantities of food and drink of the very best and insists that the visitors treat the house, swimming tank, "pet" crocodiles, monkey and machachos as their own.

Excellent hunting of deer and ducks abounds, and Lieuts. McCune and Weddington experienced the rare privilege of shooting two Tamarao, a ferocious small wild cousin of the carabao which is found nowhere else in the world. The Air Service, in conjunction with the Insular Government, conducted a locust campaign during the spring of this year with San Jose Field as headquarters. The Bureau of Agriculture has erected two hangars of nipa palm on the field, in one of which is housed the "Jenny" owned by the Insular Government and flown by a Filipino pilot for use in spreading poison during locust campaigns.

But we digress (endeavoring to establish the literary and editorial tendencies of the author hereof) and must finish what we started in titling this article. A rain in the typhoon season when the typhoon signal adorns the signal towers is a real rain. If you have seen and experienced flying in, around and through a cloudburst you can appreciate one of these tropical rains and gauge the remarks herein as to their veracity. For the purpose of illustrating the title of this article, a recent flight to Mindoro and return, reported by Captain Eglia and Lieut. Walker, is noted.

Taking off at Camp Nichols it was found inadvisable to follow the customary route to San Jose, due to the heavy rains seen to the southwest. Skirting the edge of the storm and in an extremely strong cross wind the course was flown south by the Laguna de Bay through the mountain valleys and wide coconut groves to the Tayabas Bay flanking the island of Luzon of the southwest. As the storm was still raging to the west the flight was continued south over the bay and close to the island of Marinduque, and skirting the storm on the south the ships were headed west for Mindoro.

After being over the open water and outside of gliding distance to land for 45 minutes the east coast of Mindoro was reached and the ships headed north for the mountain pass. It might be observed that, while in northern waters, a forced landing in the sea is personally inconvenient to the extent of a cold bath only, other factors enter into a drop in tropical waters. Small captions appear in the local papers from time to time as "Man-eating shark caught off Pier No. 7" and "Fisherman wading in Pasay Beach Eaten by Shark" with the gruesome details of the capture, cutting open of the shark and finding of the fisherman's red pants undigested. As steel diving suits are not suitable as cross-country equipment, an interesting mental hazard is developed in making any extended water hops, as no one has yet advanced a plan whereby a hungry shark can be successfully combatted from the edge of a life preserver. Further evasion of the storm was impossible if the flight was to be continued. Tossed like chips in a heavy sea the planes headed into the storm. The rain came down as if poured from buckets.

The trailing edges of the wings spouted water like a patent hose nozzle on a public lawn and finally the pass was reached. The wind already blowing a gale rushed through the pass as gas through a venturi and the mountain tops were shrouded with dark storm clouds gushing water. Putting the ships through their "daily dozen", barely able to keep each other in view, though only a few hundred yards apart, the

"intrepid aviators" reached Mindoro's west coast and a rough time was had by all. Turning south along the coast it was found that the worst part of that particular storm area had passed, and finally San Jose was reached with only one heavy rain of small area having to be flown through.

The dusky charioteers soon arrived with their handcars and all hands took off for Col. Johnson's residence for a hearty dinner of fresh shrimp, duck and other viands. Due to the circuitous route flown, the ships were in the air some three hours, and gasoline from the emergency supply was taken on. At nine o'clock the following morning the ships took off for the return flight at the head of an approaching storm. It was decided to fly around the east coast of the Island to escape a heavy storm to the north. Skirting the mountain tops the ships finally turned up Mindoro's east coast and were greeted with the sight of a black rain ahead. The storm area was soon reached and entered. The heavy downpour which increased as the storm was penetrated further enabled the pilots to see only a short distance in advance.

At a point where the coast took a "slant" in a northwesterly direction, what appeared to be a peninsula came into view with a considerable indentation of the coast line to the west. This peninsula was crossed and flying over the water it was found that what appeared to be an indentation of the coast was a small bay. The rain increased and forced the pilots to fly at an altitude of about a hundred feet skirting the edge of the bay to find the opening to the sea. Flying along the shore line the point was reached where the neck of the bay should have been but was not. The planes were over a lake inland from the coast a mile. Through the blinding rain an opening in the heavy clouds, which hung far down over the mountains was searched for but with poor success. To endeavor to fly in and around the mountains through the low rain clouds was of course foolhardy and the ships were virtually "locked" in over the lake. Continuing around the shore line the planes reached the point above where the lake was entered. The rain clouds had closed in, but a small space of a few hundred yards was still free from the low clouds and opening the gun the pilots made for the coast and continued north.

Although it seemed impossible, the storm intensified and the coast line directly beneath the planes could only be seen. Capt. Eglin's motor, which up to this time had functioned normally, began to miss and he turned southeast toward the sea to escape the storm, believing his change of direction was observed by Lt. Walker. The latter, however, who at this time was looking over the edge of the cowlings, goggles off and shielding his eyes with his hand endeavoring to keep the coast line in view had momentarily failed to notice Capt. Eglin.

At the edge of the storm Capt. Eglin's motor picked up and he flew around endeavoring to pick up the other ship. Lt. Walker immediately missed Capt. Eglin and, turning back, searched the shore, believing the Captain forced down. Then flying east from the coast he searched along the edge of the storm without success. After a quarter of an hour, Capt. Eglin headed back for San Jose, as his motor again began to miss, and San Jose was the nearest landing field. Lt. Walker, skirting the edge of the storm, continued on to Camp Nichols, passing close to the island of Marinduque and up over the course flown the previous day. Upon reaching Luzon it was found that low rain clouds hung over the mountain, preventing a flight directly north to Manila, and he decided to follow the Luzon Coast into Manila Bay and thence to Camp Nichols. The heavy storm area was again entered and, flying along the shore about fifty feet and following the uneven coast, Manila Bay and Camp Nichols was finally reached.

Captain Eglin soon reached San Jose through another blinding rain and returned the following day when the storms had subsided, with his rear cockpit loaded with wild ducks. And as we are "east of Suez" we have found of the storms that "the best are like the worst".

EDDIE TELLS ALICE ABOUT THE AIR CARNIVAL AT FRANCE FIELD, PANAMA

Dear Alice:

Well here it is the driest day of the wet season and there has been so much rain in these parts that nobody down here ever heard of dust unless they read about it in the funny papers which get down here after all the colors has got mixed and you cant tell Mr. Jeff from Spark Plug except for the number of feet on the horse which aint much different in shape anyhow, and the fans here hope Jeff gets a shave before long so we can identify anything that looks like a bush and know its nothing but Sparky's tail.

We had a aerial circus here on the tenth but we couldn't find no elephants or bearded ladies or tattooed women so we had to put it on with what we had and it went over big. About every person on the Isthmus must have been present cause it was so jammed with people which made it look like the Democratic Convention in Ohio only of course the people were more intelligent. The P.R.R. which won by a nose from the Toonerville Trolley for the priveledge of laying tracks down here crawled into the station about 1:30 p.m. and vomitted forth its human cargo of pleasure seekers who were not disappointed and these 1500 just filled the 1500 foot space which had been especially reserved for them.

We started the works with a altitude climbing exhibition between a Martin Bomber, a DH, a MB and a SE and after about two minutes climbing they got so far away everybody started to send post-cards of greeting to China thinking they had gone out to meet the Round the World Flight. The next event was a maneuvering demonstration by a DeHaviland which had more movements than a Elgin Watch. At 2:30 p.m. a SE took off for acrobatic maneuvers and acted like a double-jointed snake. This event was followed by a potato race between 2 DH's which was won by the latter. The absence of potatoes in this affair made it very exciting. Next came the Very Pistol demonstration and these young 16 inchers looked like a cut-down disappearing coast gun only they have the kick taken out of them which makes a difference.

By this time the crowd was ready for anything so we put on a formation of 3 Martin Bombers, 5 HD's and 5 SE5's. This was according to schedule and was so keen the spectators looked like they wanted more which we would have given them only we had a lot more other things such as Balloon Strafing which is a interesting and exciting game for the spectators who did not know what it was all about as they could only see a ballon go up into the air. When it rose to about 300 feet a SE which was hiding around the corner of a cloud sneaked up behind it and - pop - hit it right in the nose. The crowd had lots of fun while this was going on and some of them were inclined to lay wagers against our dead-eye pilots who never missed a ballon. When the last one had been broken we put up a target in the field for aerial gunnery and Maj. Jones and Lieut. Watson in a DH started pattering away at it. The result of this event was a target that looked like a sieve. The crowd had become so interested in the performance that the hot dogs commenced to bark feeling that they were being slighted by too little attention. At the familiar woof of these International Appetite Destroyers the crowd while waiting for the next event rushed over and with hot dogs in both hands were back on the line in a second watching a MB take off vertically from the ground to do some acrobatic flying. The crowd forgot their hot dogs at the first barrel roll coming out of this and going into a tail spin, spiral stair-case, about liteen loops, right and left banks, flying upside down, side-slip, falling-leaf, cork-screw, nose dive and about skeenteen others landing to the relief of the spectators who had not dared draw a breath in all this time.

After allowing them 2 minutes to fill up on oxygene we sent up a DH to do some low altitude bombing and after destroying all the targets we were compelled to set up a house for a target to satisfy their lust. The first bomb landing a few feet to the other side of the house scattered it all over the place. A doughboy standing next to me (This is one event I wasn't in) turned to his buddy and said: "D'je see that, doggone them richot's!" which is how I identified him as a infant-ryman. The parachute jumps were next and Sgt. Gall furnished the thrill of the meet by jumping from the wing of a Martin Bomber falling about 750 feet before he decided to pull the cord. When asked after he landed why he didn't open the chute sooner he replied: "The moving pictures were so pretty I almost forgot I had a chute." Three more parachute drops, pull-offs, were affected and these helped to bring the color back into the faces of the crowd who had gone white when Gall's chute did not open. During the entire meet refreshments were served and dancing and entertainment were to be had in the Palm Garden located in the rear of the 7th Sqdn. hangar which was decorated with some of the jungles choicest palms and bannana stalks from which they forgot to remove the bannanas.

Dusk was just blotting out the light of this ideal day when all retired to the Service Club to witness the exhibitions by the exponents of the art of self-disfiguration and these artists of fistiana well earned the applause which was afforded them. A train left at 10 p.m. and a good time was had by all. The only persons who were disappointed included the pick-pockets, safe-blowers, second-story men and yeggs. Only one attempt was made to sell the flying field and this fell thru because the salesman could not change the \$20 bill. The farewell words of our visitors were inquiries as to when there would be another carnival.

EDDIE,

V-5294 A S

NOTES FROM AIR SERVICE FIELDS

Kelly Field, San Antonio, Texas, August 26.

Third Attack Group.

FLYING: Major H.B.S. Burwell, Lieuts. C. McK. Robinson, L.A. Smith, W.R. Peck and G.T. Ratliffe made cross-country flights to Tulsa, Okla., to attend a benefit carnival being held at that place. They returned to Kelly Field three days later.

Aerial motion pictures of the Third Attack Group, released as News Reel No. 60, have been taken by the Pathe News Representative in San Antonio. The pictures which cover most of the phases of attack flying include the different types of airplanes, tourelle machine gun practice, attack formations, and the firing of a 37 millimeter cannon from a GA-1 airplane.

Tenth School Group

FLYING: Lieut. H.M. Fey of the 10th School Group made the scheduled airways trip starting August 18th.

Word was received from the Office of the Chief of Air Service that Lt. D.J. Canfield was designated as alternate pilot in the Martin Bomber races to be held at Dayton on October 3rd and 4th. Lt. Canfield was the winner of the Martin Bomber race held at this field during the National Balloon Races last spring.

Students from the Bombardment Department of the Advanced Flying School participated in a field problem at Camp Stanley August 13th. Six Martin Bombers carrying demolition bombs and smoke bombs were used with great success.

RECREATION: Lt.-Col. Fechet, Post Commander, visited Port Aransas, Tex. with Lt. D. V. Gaffney, Post Adjt., for the week end of Aug. 16th. They spent most of the time fishing.

Captains L.L. Harvey and Chas. B.B. Bubb had especially good luck on a fishing trip to Aransas Pass recently. They state that the fish fairly jump into the boats at that point on the coast.

Below is a letter from our well-known correspondent Henry to his Buddy Silas:
Well Silas:

I thot I wood give you the low-down on these here Kaydets what has become Lords-of-Creation all to onct. They dont look so worse, but you should ought to see em get out the ole stockings to poichase yeller boots. Gess there home towns will soon think the hole United states has rained down, what mit Jennys rainin down and plunkin thru the roof en all.

Ther Major sez hits a shame we caint hev a ress afore the next batch comes, and Captain sez the folks in Dallas is restin easier now thet his bumbers hez quit bumbin Camp Stanley. I agrees mit him too, cause me and the Major has been turri- bly busy mit these yung hieeners, what mit scrapin em out of there gurls back yards en everything. When one of these bozos sees a skirt hangin out the close on Monday mornins while pushin a bumper, he hez a fitt en thinks he is Persuitin.

Sgt. Kenyon sez he is leanin ahead mit a laid in the grave an the nex class will sho butt him plum in it. He sez he is patient as Job, strong as Hercules, good as a Nunn, and kind as Major Hickam or he wood hev commit murder long ago. Hates himself dont he? Kaydets aint no soft snap at that.

A chicken farmer neer heer sez, "A lettle airyplane flue inter my yard en the --blankety--blank- feller in hit leaned out, swiped two uv my hens, winked at my purtiest dauter, blue down the Chimibly, turned ther hayrick over on ther hogs, and then, by gum, he frisked his tail at me." Now I asks you, Silas, what can me and the C.O. do mit a feller like thet?

The C.O. sez erbout one in five of the Kaydets they get is worth keepin, but I sez wash em all out. Think of makin twenty five M.P.'s, I mean A.P.'s at one time. Hits too much. Not to mention the six others who is struttin aroun these nobil halls uv lornin from graduatin lass weak. O, well, there will be erbout sixty more over here erbout September fifteenth. Easy come, easy go, is mine an the Benzine boards motto.

Will close, as the Cheef wants me to show him a reel good way to teech these new Kaydets what hits all erbout.

Yours fer modern Kulture an eddiquit,

Hennery.

P.S. I hev lerned a awfurl lot sinse bein in ther army. The only reason Captain Giffin didnt take me on thet x-country to Boston I tole you erbout wuz because he sez they caint spare me from the dum, I meen bum, department.

Kelly Field, San Antonio, Texas, September 6.

Lieut. James A. Doolittle, of McCook Field, Dayton, Ohio, with Lieut. Ewart Plant as passenger, using a DH4B with an oversized gasoline tank, arrived at this field from Post Field, Okla., at 5:30 p.m. August 13th. Lt. Doolittle took off from San Diego, Calif., August 13th and landed at Lowrey Field, Denver, Colo., about ten hours later, then to this field by way of Post Field on the following day. They left this field at 7:20 a.m. August 14th, en route to their home station with Kansas City as their next stop.

Lieut. Charles G. Pearcy, recently assigned to the 41st School Squadron, was relieved August 15th. Lt. Robert B. Williams was assigned to fill the vacancy left by Lt. Pearcy.

Lt. Thomas M. Conroy, Air Service, a student at the Advanced Flying School, and Private Hilario Ortiz of the 42nd School Sqdn., were killed when a DeHavilland which Lt. Conroy was piloting crashed about one mile north of Kelly Field on Sept. 2nd. Lt. Conroy, who was assigned to Pursuit training, was flying a DeHavilland plane because of the lack of Pursuit planes at this field. This officer was to have graduated with the rest of his class on September 13th and had practically completed training. Lt. Conroy is survived by his mother, Mrs. Mary Conroy of Brooklyn, N.Y., and the body was sent there for interment. Private Ortiz's home was in Victoria, Texas.

On Aug. 28th 270 students of the C.M.T.C. were given flights at Kelly Field. About 25 airplanes were used for the purpose, both DeHavillands and Martin Bombers. The program went without a hitch and in all the 270 flights there was not a single blown tire, forced landing, or indication of motor trouble.

Wilbur Wright Field, Fairfield, Ohio, Aug. 22.

On August 18 and 19, the 5th Corps Area Golf Competition was held at the Columbus Country Club at Columbus, Ohio. It was open to Regular, Reserve and National Guard officers. A total of \$80 was offered in prizes and of this amount \$63. was taken by Air Service officers as follows: Lt. H.A. Bartron \$23.00; Major A.W. Robins, \$15; Lt. E.H. Barksdale, \$15, and Capt. John Davis, O.R.C., \$10. Lt. Barksdale and Capt. Davis were scheduled to represent the 5th Corps Area at the Army Golf Championship Competition to be held at Ft. Leavenworth, Kans., Sept. 1 to 6. It is confidently expected that all the honors will be carried away by the Air Service.

Major F.H. Coleman and Lt. W.A. Hayward of Langley Field traveled by air to Wilbur Wright Field, stopping here on August 4.

Lieut. C.A. Cover just completed a regular airways trip.

Capt. E.E. Adler and Lt. C.E. Thomas flew to Washington on August 7, returning to their home station a few days later.

Lieut. G.V. McPike flew to Bolling Field on August 8.

On August 12th Lt. and Mrs. L.E. Sharon and Lt. and Mrs. L.P. Reese went to Baldwin, Mich., by automobile, expecting to spend ten days fishing in Northern Michigan.

Lieut. G.V. McPike made a flying trip to Selfridge Field August 12th and 13th.

Lieut.-Col. W.E. Gillmore, new Chief of the Supply Division, was at the office of the Field Service Section August 15th for a brief conference.

Flying time for Reserve Officers at Wilbur Wright Field for the month of July, 1924, was 53 hours and 30 minutes.

Lieut. C. McKellogg, of the Chemical Warfare Service, was here for a few days and lectured to the Indiana National Guard on the use of gases in war time.

Lieut. John R. Drumm of Langley Field was here for a short time on Aug. 17th.

Lieut. Devereaux Meyers of Aberdeen, Md., stopped here on Aug. 17th enroute to Chicago.

The following account of the visit of Maj. Gen. C.A. Devol appeared in the Dayton Herald on Aug. 21:

"General Devol 'Drops In' on Friends at Marietta - First visit to Birthplace in 30 years is made in airplane. Surprising his old friends by dropping down in their front yard from the sky, Major General C.A. Devol, retired, father-in-law of Major Geo. Brett of Wilbur Wright Field, flew to Marietta Tuesday from Dayton. It was the General's first visit to his birthplace in 30 years. He was flown there by Lt. C.A. Cover of the Field Service Section. Major Brett accompanied the party in another ship. General Devol is visiting with Major and Mrs. Brett on a trip back from Europe. He was retired from active service several years ago. He has been an air enthusiast since his first hop on the Pacific coast while still in service."

Capt. E.E. Adler and Lt. E.R. Page were transferred to McCook Field Aug. 15th.

Wilbur Wright Field, Fairfield, Ohio, Sept. 5.

Maj. G.H. Brett flew to Cleveland Aug. 28th in connection with Air Service contracts.

On Aug. 27th Lt.-Col. Seth W. Cook, Air Officer of the 5th Corps Area, accompanied by Lt. A.W. Motley, proceeded by air to this station, returning to the Corps Area headquarters at Columbus, Ohio, on the following day.

Capt. Wm.D. Wheeler of Chanute Field, accompanied by Lt. Dawson, made a brief visit Aug. 27th to this field, returning to Chanute by air on the same day.

Major H.J. Knerr, accompanied by Pvt. Filler, made a complete airways trip in what is perhaps the shortest time on record on August 26th and 27th. His route was as follows: Fairfield, Langin Field, Bolling Field, Mitchel Field, Bolling Field, Langley Field, Bolling Field, Langin Field, Fairfield. The actual flying time was 18 hours; the total time consumed by the trip was 36 hours.

Capt. T.F. Weldon was transferred to the Army Medical School at Washington, D.C., effective September 1. He left Wilbur Wright Field on August 23rd and expected to take a short auto trip thru the Berkshire Hills before reporting at Washington.

Lieut. G.V. McPike, accompanied by Mr. W. Longletz, flew to Cleveland on Aug. 25th, returning the following day.

On Aug. 25th a Pursuit Squadron from Selfridge Field stopped for a short time at Wilbur Wright Field on their way to Bolling Field, Major Carl Spatz being in command. The other pilots were Lts. Oliver W. Broberg, L.C. Blackburn, Thomas K. Matthews, Space and Warner.

Major Fred H. Coleman of Langley Field was here for a short time on August 24. He ferried a considerable quantity of supplies back to his home station.

On Sept. 1st Lt. W.J. Hanlon left for a thirty-day detail at Washington.

On Sept. 1st the following pilots flew to Findlay, O., and gave an aerial demonstration in honor of the reunion of the 37th Division: Major H.J. Knerr, Capt. Jack Colgan, Lieuts. C.A. Cover, G.V. McPike and C.E. Thomas.

Lieut. H.H. Mills and Reserve Officer Jack Laass, the latter piloting a DH4BP and Lt. Mills a DH4B, flew to Bolling Field Aug. 30th. They left the photographic plane at Bolling and returned in the other ship on the following day.

Major G.H. Brett and Lieut. C.A. Cover went to Bolling Field by air on Sept. 2. During Major Brett's absence Lieut. G.V. McPike was in charge of the Field Service Section.

Capt. Henry Pascale and Sgt. Goldberg went to Bolling Field on Sept. 4th.

Lt. Arthur E. Simonin of Langin Field arrived on Sept. 3rd, bringing with him a special DeHaviland 4Bml which he left here for overhauling. He intends to fly this plane in the Liberty Engine Builders' Race next month.

Lieut. E.P. Gaines, accompanied by Sgt. Heinye, expects to fly to Lorain, O. and Erie, Pa. within the next two or three days on special photographic mission.

Capt. Jack Colgan proceeded by air to Middletown, Pa., on Sept. 5th.

San Antonio Air Intermediate Depot, Kelly Field, Texas, Sept. 5th.

On the evening of August 15th the A.I.D. Officers' Club entertained with a dance and swimming party in honor of Kelly Field's new Commanding Officer, Lt. Col. Fechet, and Mrs. Fechet. Approximately fifty couples from Kelly and Brooks Fields were present. Fruit punch was served during the dance and at 11:00 o'clock a lottery was held. First, second and third prizes were awarded to three lucky ladies as a result of the drawing. Immediately after the lottery all adjourned to the swimming tank for a cooling dip.

Major Lackland and Lt. Clark participated in the recent 8th Corps Area Golf tournament. Due to the stress of duties Maj. Lackland dropped out after the first day's play; Lt. Clark completed the 72 holes and finished fifth out of a field of 266 entries.

Lieut. Edward M. Powers was relieved as Engineering Officer, this Depot, Aug. 31st and departed for Chicago, Ill., for 45 days' leave. On Oct. 15th he will leave for the Philippine Islands, reporting for duty to the Commanding Officer, Camp Nichols. Lt. Powers came to the Depot in Dallas, Texas, during 1920; was transferred from the Aviation Repair Depot to San Antonio Air Intermediate Depot, where he has continuously served throughout the various departments in the Engineering Dept. of this Depot up to the time of his departure.

Lieut. Clements McMullen reported for duty at this Depot Sept. 1st from Brooks Field and was appointed Chief Engineer Officer. Lt. McMullen was Engi-

neer Officer at Carlstrom Field and was transferred with the Primary Flying School from Carlstrom to Brooks Field during June 1932, where he continued to serve as Engineer Officer until he was transferred to this Depot.

Rockwell Air Intermediate Depot, Coronado, Calif., Sept. 5.

Lieut.-Col. C.C. Culver, Air Officer, 8th Corps Area, paid this Depot a visit the early part of the week. The Colonel flew here in a DeHaviland, in which a new engine was installed during his visit.

Lieut. V. Hine, Post Adjutant, has been granted a month's leave. Lt. F.W. Seifert, in addition to his other duties, is Acting Adjt. in Lt. Hine's absence.

Warrant Officer John W. Corcoran of Crissy Field was a visitor at this field the past week. He motored down from San Francisco for the purpose of getting Mrs. Corcoran, who was visiting friends in San Diego for the past month.

Kindley Field, Fort Mills, P.I., July 5.

Due to the beginning of the typhoon season it was impossible to launch seaplanes the greater part of June. In spite of this fact, considerable flying time was obtained by all pilots. The surf started kicking up the latter part of May and it was entirely too rough to launch seaplanes the day the "Thomas" arrived. This was a disappointment to all pilots as it is customary to meet the transport well out at sea and escort her into Manila. This is the first time in a year that it has been impossible to meet a transport.

One seaplane is now being kept in the unused balloon hangar on the north side of the Island, which makes flying possible at nearly all times. During the typhoon season it is always rough on the south side of the Island and the remaining six months it is rough on the north side due to prevailing winds. A track was installed into balloon hangar, which makes it an easy matter to get a seaplane in or out by using a balloon winch to pull it up steep incline.

During the rainy season all time is devoted to classroom work. Training schedules are followed as laid down in letter of instructions from Chief of Air Service for Observation Squadrons. Especial attention is given to details of artillery observation and two-way radio communication. Due to the wonderful success of this work during the last two years by the 2nd Squadron, it is very essential that no failures occur, as we have a reputation to live up to. As a staff officer from Department Headquarters who observed the practice this year stated - "The artillery observation and use of the two-way radio by the 2nd Observation Squadron has been so successful that failures seldom occur, and we have come to regard them as the exception rather than the rule, while in the States radio failures occur often and are expected."

The commissioned personnel was increased by Capt. Buckner, Flight Surgeon, Lieuts. Niergarth, Beaton and Umstead with the arrival of the last transport. We welcome these officers and their families to our midst. One officer, Lieut. Barrett, was lost on last transport. Also our genial Flight Surgeon, "Doc" Bedinger. He and Alice will be greatly missed.

Lieut. Gullet returned from leave of absence in China. He does not report bagging tigers or lions, but from all accounts many de(a)rs were victims of his wiles. He reports a wonderful time and states that the Army is missing a bet by not having at least one aero squadron in China - this from the bachelor's viewpoint, of course.

The rainy season is very backward this year. To date we have had no rain to speak of, although considerable wind. The new arrivals have been advised to calm themselves and have patience and they will see that the reports of rain in the Islands are not at all exaggerated.

The squadron has several applicants or aspirants for the Cadet Course. It is hoped that they can all make the grade.

Dame rumor still persists in closing this field. As a matter of fact, we expected to be moved by this time to the mainland. However, it now appears we will remain for the rainy season at least. We would all hate to vacate this ideal location and living condition, but unless new equipment is obtained within a year this will be necessary due to the fact that present seaplanes have been in use since 1920. There are now available seven HS2L's, of which six are in commission and the seventh under course of assembly. This will finish the seaplanes, as no more hulls are available. Plenty of wings and other parts are, however, on hand. We also have the famous or "infamous" Loening Yacht which is flown occasionally. Due to the small aileron surface this ship is very difficult to maneuver and in a

bank is sometimes almost impossible to right. This little ship can do some of the most startling things imaginable and surely would make an old man out of any pilot. The controls, lateral and rudder, do not work in unison and when turning if a small amount of rudder is used, like as not the yacht flies sideways and incidentally loses altitude very fast. Due to this side motion, forward speed is not sufficient to get action on lateral controls, which is disquieting to say the least. As a result few pilots care to fly this freakish ship. Recently while Capt. Burge was teaching Lieut. Burgess the intricacies of the yacht they received a thrill they will not soon forget. A turn was attempted at an altitude of about 500 feet. A gentle bank to left with slight rudder and the yacht started off sidewise as fast as forward. Due to loss of forward speed the ailerons would not act. As a result the yacht continued turning and settling rapidly toward the water. Heading down did not seem to overcome this and the pilot fully expected to touch water which would have been disastrous traveling at that speed sidewise. A few feet from water the lateral controls began to act and the yacht was headed straight home, that being sufficient for the day. Lieut. Burgess stated afterwards he thought Capt. Burge was trying to give him a thrill but when the yacht settled to within a few feet of the water he realized something was wrong.

Kindley Field, Fort Mills, P.I., July 25.

Due to the recent typhoons it has been impossible to launch a ship on the south side of the Island for the past two weeks because of roughness of water. The waves have been coming in several feet high and have deposited the usual number of rocks on the Patio. Luckily a ship was placed in the balloon hangar on the north side of the Island which will mean that in the event a seaplane cannot be launched on the south side that some flying at least can be accomplished from the north side of the Island.

The new arrivals now feel sure that it really rains in the Islands. The month of June was not true to form, but since the rain really started they all agree they have seen enough and will welcome sunshine again.

With the transfer to Camp Nichols of Master Sergeant Winters, the 2nd Squadron loses one of its old "stand-bys". Sergeant Winters came to Corregidor in 1919 with the 1st Company, 2nd Aero Squadron, and has been here since. He has seen many changes take place in planes, personnel, etc. At the time he arrived they were flying from Barrio Hangars and Kindley Field had not been built. Sergeant Winters is one of the real old timers in the Air Service among enlisted men. He served at North Island in 1914 and 1915 and has only two years to serve before he retires. While the organization regrets to lose the services of so valuable a noncommissioned officer it was felt that he is deserving of this transfer, inasmuch as he desired to transfer to mainland and finish out his time around land planes. Everyone wishes you the best of success "Doc".

Hqrs. Philippine Dept., Manila, P.I., July 29.

CAMP NICHOLS: The recreation hut was completed this week through the combined efforts of the 28th Bombardment Squadron and the 66th Service Squadron. A cement floor was laid and chairs were purchased. The new building adds much to the life of the post during the rainy season. It is an excellent gymnasium, and the entire personnel is counting on the many hours to be passed by moving pictures and athletic training. We have been very fortunate in securing good, new pictures which are being shown every night.

The 28th Bombardment Squadron reports the following operations for the week: On the 23rd Lieuts. Maxwell and Dunton flew two DH's to San Jose, Mindoro, for the purpose of ferrying Col. Johnson to Manila on official business; on the 24th Lts. Maxwell and Dunton returned from San Jose. Lt. MacIver with Lt. Redman, observer, flew to Clark Field on official business, returning same date; on the 25th Lt. Walker flew to Clark Field and return.

The 66th Service Squadron moved into its new barracks which have just been completed. This is very welcome. A number of men have been living in tents and, while they find these very comfortable in the hot season, they are not so good after a month's rain.

The new machine shop in the 66th hangar is almost completed. Those who have seen it declare it is one of the best in the Islands. They expect to begin turning out work soon.

Major G.E.A. Reinburg, Air Officer, returned from leave on the PRESIDENT

MCKINLEY after an extended tour through Japan, Korea and China. While in North China Maj. Reinburg flew an airplane belonging to Chinese Air Service at Mukden.

Mrs. R.E. Self entertained at the Community Club Friday afternoon from 4 to 6 to celebrate the third birthday anniversary of her little daughter Ilienee Mae.

Lieut. and Mrs. Milo McCune entertained at tea at the Polo Club in honor of Miss Frances McCune, who with her mother recently arrived in Manila. Lt. and Mrs. Harry A. Dinger were hosts at dinner Thursday evening at their quarters in honor of Madam McCune and Miss Frances McCune.

Mrs. Morris Berman of Camp Nichols entertained with a delightfully arranged bridge tea Wednesday morning at the Elks Club.

Miss Lola LaValley arrived on the PRESIDENT ADAMS to visit with her sister and brother, Lt. and Mrs. Norman D. Brophy.

CLARK FIELD, CAMP-STOTSSENBERG.

Training was limited to ground work last week on account of rain.

An interesting and instructive course in parachute folding and maintenance was conducted by Lieut. J.D. Barriger.

Capt. E.G. Reinartz just returned from an inspection trip to Cullion Leper Colony (the largest in the world) and reports a very interesting trip.

Lieuts. Redman and McIver flew in from Camp Nichols July 24th. They were detained here during the day on account of rain and enjoyed the hospitality of our golfers for the afternoon, shooting at the entire 18 holes.

Maj. McDonnell is still in Sternberg Gen. Hospital and is reported quite sick.

NOTES FROM THE 42nd AIR INTELLIGENCE SECTION

Since the 6th Photo Section started their fish pond, just outside our door, Private Trengaris has been anxious to transfer. Yesterday the reason leaked out. Pvt. Trengaris has hopes of being put on special duty feeding the fish. We tell him he stands no chance in a competitive examination with some of the more recent arrivals from the States who are in fine practice, having fed the fish all the way over. The above mentioned gold fish affect the personnel of this office in quite different ways. Sergeant Wilkins has been anxiously scanning the FLYING AND STREAM magazine to find out if gold fish rise to a dry fly, while Pvt. Endler has been observed slyly glancing through "Household Hints on Cooking".

Hqrs. Philippine Dept., Manila, P.I., Aug. 5th.

The following operations are reported by the 28th Bombardment Squadron for the past week: On July 30th Lt. Maxwell, transferred to the 3rd Pursuit Sqdn., Clark Field, flew to that station to arrange for quarters prior to moving his family there, returning same date; On July 31st Capt. Eglin and Lt. Walker took off at 9 a.m. for San Jose, Mindoro. On August 1st Lt. Walker returned from San Jose, reporting that after leaving Mindoro Capt. Eglin and he encountered heavy rainstorms and were separated, Lt. Walker arriving here at 12:15 p.m. Later in the day a radio was received from Capt. Eglin stating that due to motor trouble he had returned to San Jose. On the 2nd Capt. Eglin returned from San Jose. Due to heavy and continuous rainstorms very little flying was engaged in during the past week.

The 66th Service Sqdn. progressed very rapidly with work during the week with 3 generator sets installed, 4 motor switch boards for the power and lights of the shops, and completing the concrete floor with a total of 192 cubic feet.

The electrical system of the shops and hangar will have 895 feet of conduit when completed and will operate machines of all types for metal and wood work. An up-to-date blacksmith and welding shop, motor overhaul, aero repair shops with equipment to maintain, repair and assemble ships of all types.

The Supply Dept. is very busy getting in readiness to furnish supplies for the shops, under the new supply and maintenance systems. A supply room is being installed in the hangar, and the supplies will be issued as needed.

NOTES FROM THE 42nd AIR INTELLIGENCE SECTION

Two most noteworthy events in the calendar of a soldier happened this week - Payday and a mail boat from the States came in.

The near-by presence of a typhoon may have moistened the atmosphere but did not dampen anyone's spirits.

Other posts may have their mules that bray when it's dinner time, but we claim this is the only post that has a Ford that knows when it's time to go home. The other day after recall, most all the cars had left the parking space, leaving one poor lonesome looking Ford standing there. It was getting along towards siesta time and the Ford must have grown impatient, for it suddenly gave a couple of preliminary snorts with the horn and then steadied down to a prolonged toot of

annoyance which it continued until Lieut. Brophy came along and shut it off. We had gotten out a couple of lassos to catch it in case it started home by itself. For the reader's benefit we wish to state this happened before payday and we certainly weren't hearing things.

SOCIAL NOTES: Major and Mrs. Benj. G. Weir were dinner guests of Lieut. and Mrs. James L. Alverson at Camp Nichols.

Lieut. and Mrs. Delmar H. Dunton were dinner guests of Captain and Mrs. Rosenham Beam at their quarters at Camp Nichols.

Major and Mrs. George E. Reinburg entertained with a "surprise birthday dinner party" for Major Charles T. Richardson last Sunday evening at their home on Calle Gral. Luna. The table was attractively decorated with "kid" favors at each place and the birthday guest received a number of appropriate gifts.

Camp Nichols, Rizal, P.I., July 14.

During the past week our Commanding Officer and Adjutant, due to return to the United States on the September transport, were advised of their new assignment to stations in the States - Major B.G. Weir being assigned to Marshall Field, Fort Riley, Kansas, and Capt. F.I. Eglin to Kelly Field, Tex. Both of these officers say any place outside of the Philippines will compensate. Five of our privates of Headquarters Detachment, also returning to the States on the same transport, are daily looking forward to the day of their departure for the homeland. Those of us who are not so fortunate as to have completed our foreign tour can only sigh and wish them luck.

The post school will reopen September 1st. To date a large number of soldiers have submitted their names for the purpose of finishing their education. With a competent instructing staff, rapid progress will be expected.

The new arrivals in this Department seem very disappointed about the "rainy season". Unfortunately they have only a short time of waiting to be convinced that the "rainy season" is not all "sunshine".

Much interest is being shown by officers and enlisted men alike at this station in the progress of the "Around the World Flight" - a very unique map has been made by the 42nd Air Intelligence Section with tiny airplanes to show the daily progress of our flyers. We take pride in seeing these little ships moved up each day. After all it takes Uncle Sam's boys to "bring the bacon home".

The 28th Bombardment Squadron reports the following operations for the past week: On the 7th Lieut. Skarse, pilot, and Lieut. Fox, Infantry, passenger, flew to Clark Field in a DH on official business, returning the next day. On the 8th Lieut. Maxwell, piloting a Martin Bomber, and Lieuts. Kirksey and Redman, piloting DH's, flew to Clark Field for the purpose of ferrying enlisted men to this station; the enlisted men being enrolled as students in the Radio Class, Post School. On the 10th Lieut. McIver, pilot, and Capt. Marsh, Medical Corps, flew to Clark Field for the purpose of transportation and training, Lieut. McIver returning same date. On the 12th Capt. Eglin flew a DH to Clark Field and return.

Lieut. D.H. Dunton was ill at Sternberg General Hospital for the past few days with dengue fever. It seems that most of our new officers are being initiated into this Department by this means, - not a very pleasant one, however.

NOTES FROM THE 42ND AIR INTELLIGENCE SECTION.

The Section will move into its new office (the old Photo Hut) sometime soon. In the meantime we wish to insert the following notice: The 42nd Air Intelligence Section and Provost Annex will be at home and receive friends (and enemies) between the hours of 7:00 a.m. and 12:00 noon, anytime after the 20th of the month.

Private Snead is really enthusiastic over the change as due to the present lack of space it is impossible for him to draw a deep breath without first moving a couple of map cases and the safe.

After contemplating the joys of moving safes and desks and large size map cases, Private Highfill has made up his mind to put in for a furlough. "Can't blame a person for trying" he says.

Hqrs. 2nd Division Air Service, Fort Bliss, Texas, Aug. 22 - 31.

FLYING: Cross-country flights during the above period were as follows: Major Heffernan and Staff Sgt. Jensen to Tucson, Ariz., and return, to inspect landing field there; Sgts. Tyler and Pierce made a number of flights, giving rides to Cavalry officers of the Arizona National Guard; Capt. Feasel and Lieuts. Parker and Sperry made a solo formation flight; Capt. Bender and Lieuts. Gale, Douglas,

Wightman and Hantsche made liaison flights with the 2nd Cavalry Brigade; Lieut. Smith and Sgt. Tyler made flights for the purpose of giving rides to National Guard officers; Capt. Pursley and Lieut. Clark flew to Kelly Field on official business.

Flights were made on Aug. 25th to demonstrate to Air Service Reserve officers an attack on two-seater planes by pursuit plane and defense against attack by pursuit plane.

Col. Culver, accompanied by Lieut. Clark, arrived here Aug. 25th and left same day for Tucson, Ariz.

Ten flights were made on Aug. 25th for the purpose of training Air Service Reserve officers in aerial gunnery, firing at ground targets at Donna Anna target range.

BASEBALL: During above period the Second Division, Air Service, ball team played three games and won two of them, defeating the Wm. Beaumont General Hospital 9 to 4; the Second Machine Gun Squadron 10 to 4; and lost to the 82nd Field Artillery 9 to 5, which eliminated the Air Service's chance for the championship of Fort Bliss. The 82nd F.A. is scheduled to play against the 7th Cavalry to decide the championship of the post.

MISCELLANEOUS: 2nd Lieut. Milton J. Smith, transferred to the 2nd Division, Air Service, from Kelly Field, reported for duty.

The second group of reserve officers in training at this station participated in a number of training flights. They departed for their homes on August 30th.

Private John Bush, 12th Obs. Squadron, returned to duty from a 45-day furlough.

Master Sergeant James B. Premo, 12th Obs. Squadron, discharged August 21st, reenlisted the following day for service in the Hawaiian Islands.

Private Robert B. Maples, 12th Obs. Squadron, left on a two months' furlough.

Staff Sgt. Dewey H. Simpson, 12th Obs. Sqdn., returned from a 45-day furlough.

Pvt. Clifford E. Cummins, 12th Obs. Squadron, reported for duty at this station August 22nd.

INTERNATIONAL RACES NUMBER

VOL. VIII	AIR SERVICE NEWS LETTER	No. 18
Information Division Air Service	October 20, 1924	Munitions Building Washington, D.C.

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

FOR RELEASE: OCTOBER 22, 1924

THE 1924 INTERNATIONAL AIR RACES ✓
By A.M. Jacobs, McCook Field Correspondent

"It was a great performance!" This seems to be the concensus of opinion of the three days of flying embraced by the Fifth Annual International Air Races and of the Aerial Carnival held at Wilbur Wright Field on the days of October 2, 3 and 4. It was the expression of Government officials, foreign observers, the leaders of the Army and Navy, and of the thousands of laymen who during the three days visited the field. In many ways it was the most successful and progressive air meet held in the history of aviation, notwithstanding the fact of the foregone conclusion that the Pulitzer Race could produce nothing new in the way of speed records, neither the Army nor the Navy having the necessary appropriations to build new types of racing planes and foreign entry hopes having failed to materialize, and that in the flying of the Race tragedy for the first time descended upon it in the death of Captain Skeel.

Never did a larger body of public spirited citizens give more unstintingly of their time, money, and cooperation than did those making up the International Air Races, Inc., of Dayton, and too much credit cannot be given them for their whole hearted backing and interest in this greatest of aviation events. Everyone connected with the project, every citizen of Dayton, worked as a unit heart and soul for this success", said Mr. C.H. Paul, General Manager of the Air Race Association, "and neither time nor money was spared".

From the point of view of management, General Patrick commented that the Races were better handled this year than ever before, and the minimum variety of arm bands, car labels and passes seemed to bear out his statement. Event followed event with absolute smoothness, the right people seeming to be in the places where they could do the most good. For this credit is due to the Race managers and the cooperation of the officers of Wilbur Wright Field.

Also there seemed to be an increased alertness to aviation generally, in all quarters. This is perhaps emphasized by the variety and number of commercial entries from all over the United States. Those with ears to the ground perhaps have sensed a gradual change taking place in the general character of these annual meets, a change which while not detracting from the vital interest in the speed factor of the specially built racers and the Pulitzer Race, gives a greater importance to the achievements of the more usable and practical types, a change that would seem to indicate that, while the Pulitzer Race still holds its picturesque peak of interest, the other events of the three days are growing up, and that peak does not tower above them nearly so high as formerly. If this sign points right, it certainly means a broadening and growth in general aviation that is all that could be hoped for as the result of these five consecutive race meetings. It would seem to be borne out by the fact that though this year there were but four entries for the Pulitzer Race, the smallest number ever before listed, there were in all 174 entries for the Races to 1923's 66 entries. The number of trophies donated was increased from ten to twelve. To 1923's \$13,500 prize money, 1924 offered \$47,000. Such figures speak for themselves.

From a technical viewpoint the outstanding feature was the commercial very light or "flivver" planes entered in several events. To come within the weight limit and meet engine specifications, they were powered with motorcycle engines to which the propellers were connected in various and ingenious ways. It is in this type of plane that Henry Ford has expressed his faith and his belief in future commercial aviation. Lined up, these babies of the air drew many a smile and nod of encouragement from the various aviation experts who lost no opportunity for observing them and their performance. Their great problem will be the development of an engine of sufficient reliability and power, and negligible in weight and

and size for aviation purposes. Progress in the development of the larger light fast civilian planes was also marked this year and though the high speed record remained unbroken in the Pulitzer Race, in the other races, both civilian and military, many speed records of other similar contests were beautifully shattered. The Berling and the Martin also established or broke several world records during the meet. But the greatest success from a military point of view was the launching of the Sperry Messenger from the TC-5 training airship, with all the ease that one engineer had predicted for this feat.

Mr. Louis Meister once more officiated as announcer, his touches of humor and breezy accounts of the happenings contributed greatly to the enjoyment of the observers.

For Army Relief Society.

A new feature of the three days' event was the Air Carnival which formed part of each day's program. This was in reality the annual carnival usually given for the Army Relief Society by McCook and Wilbur Wright Fields. This year it was agreed upon by the Air Service and the International Air Race Association to hold the carnival coincidentally with the Races, the Association making a guarantee of \$10,000 from the first gate receipts for the Army Relief Society. The idea proved to be a most happy one, annihilating as it did dull waits between races, giving spectators unacquainted with the various forms of flying a chance to look, wonder, and question and keying to higher picturesqueness the whole picturesque performance.

The weather also was the most fortunate of many past annual meets and those attending had their enthusiasm neither stiffened with cold nor damped with rain. Indeed, it would have been difficult to have chosen three more gloriously golden, sun-warming fall days. Furs were slipped back from the throats and the noses extending under peaked caps showed new traces of sunburn. Several days before the Races, the city donned festive attire. Streets and shops were gay with the Air Race banners and flags. Airplane engines mysteriously loomed up in drug stores and airplanes appeared in florists shops. Every window paid tribute by paint brush, bunting, or photographs, and with hundreds of small airplanes, to the greatest of aviation events. And just here at the grave risk of adding to the gaiety of certain scoffers who have taken exception to the use of the word "International" in connection with the Air Races, seeming to consider it a serious breach of faith, we would like to repeat the story of the little daughter of an Air Race official, who was explaining the Air Race banners to her school. "The top part is the Air Service insignia", she said, "and the yellow, white and blue stands for the other countries". "What other countries are represented?" the teacher who really didn't know asked. The child looked puzzled and then with sudden inspiration exclaimed: "I think New York and Chicago." It is good to be able to laugh at oneself now and then. But the little girl didn't know that Mr. C.S. Caldwell of Three Rivers, Quebec, Canada, had arrived in Dayton that day in a Thomas-Morse S-4-C airplane, a contestant in the On-to-Dayton event. Think how excluded he would have felt without this comforting "International". However, the good faith of the N.A.A. and the International Air Race Association is deserving of another word of defense in this connection.

Early in the calendar year, Mr. Frederick Patterson, President of the N.A.A., made a trip to Europe for the purpose of obtaining foreign competition for the Pulitzer and Schneider Cup Races. He left Europe with a promise from a French manufacturer that a French plane would be entered in the Pulitzer Race, piloted by no less a person than Sadi LeCointe. Negotiations were also started which gave him hope that Italy too would be a contestant. It was with these expectations that the plans for the 1924 International Air Races were initiated. It is regrettable that owing to circumstances unforeseen at the time the French could not live up to their promise, and that the possibility of Italy coming over likewise faded, but the word International had already appeared in connection with the Races and it was too late to drop it. Next year it is hoped the "International" may be retained with truly "International Results".

Well-known Aviation Personalities Arrive.

Several days before the Races the faces of well-known aviation experts, military and civilian, began to appear in Dayton. By October 2nd hotel lobbies were bustling with crowds and Wilbur Wright Field, where the Races were held, was the scene of greetings and reunions. Major General and Mrs. Mason M. Patrick, Brigadier General and Mrs. William Mitchell were everwhere commending the winners of events. Mr. C.G. Grey, of London, England, the editor of the "Aeroplane" and Major and Mrs. H.C. Davidson, Air Attache of the American Embassy in London, appeared. Among the representatives of foreign nations were Wing Commander and Mrs. Calderera, Naval Attache of the Italian Embassy, who were the guests of Mr. Orville and Miss

Katherine Wright, Major V. Casajus of the Spanish Embassy, Dr. Kimura, Secretary of the Japanese Embassy; Captain Georges Thenault of the French Embassy; Captain I. Shimona of the Imperial Japanese Army, and Mr. Herachi Alfaro, Madrid, Representative of the Royal Aero Club of Spain. It seemed natural to see Major R.W. Schroeder, former holder of the World Altitude Record, busy in the Contest Committee Stand. Admiral William F. Fullam was one of the several naval officials attending. Glenn L. Martin, E.E. Sperry, Arthur Mosler of spark plug fame, Grover Loening, were a few of the host of aircraft, engine and equipment manufacturers who were interested spectators. The old Stinson Junker which in 1921 made the World's Record Duration Flight of 26 hours was on the line, having been flown in by Eddie Stinson, and it looked tough and doughty as ever. The Stout All-Metal Pullman, the latest and most ambitious venture in the way of a commercial transport, also circled down at the close of the first day's program bringing William Stout and a company of guests from Detroit. And there were other guests of unique interest. Foreman Parker, aged twelve, flew with his father from Anderson, Indiana, to Wilbur Wright Field, doing most of the piloting of their Curtiss JN plane. Two Chinamen, Ye Ham, Chef of the Chicago Aero Club, and Moy Set, Assistant Chef, arrived in a plane which the officials condemned as unfit for flying, whereupon they agreed to return to their homes by "steam horses". There were also the bride and groom, without which no Air Race meet would be complete, married in the clouds and on their honeymoon. Nor would we halt here did we not feel that our readers themselves might be anxious to get on to the Races.

Wilbur Wright Field.

Peculiarly fitted for an episode of such proportions as the annual Air Race meeting, Wilbur Wright Field met all requirements without difficulty. The flying field itself was in splendid condition, no initial expenditure being necessary for its preparation. The roads forming approaches to the Field were also exceptionally good and numerous, nor was there serious traffic discomfort at any time, except perhaps at the close of the last day's program, when some eighty to hundred thousand people simultaneously began to think of home and hot dinners. Two or three hundred thousand people could nicely have been accommodated. A grand stand with seating capacity for 24,000 people, one and a quarter mile long, had been erected and was well filled. Most of the general admission guests brought auto cushions or rugs and camped on the ground when weary of standing or strolling. Flags of all nations decorating the timer's and press and grandstands, the great sleeping, repair, and hangar tents erected for the gypsy flyers, the lines of gypsy airplanes, green, red, orange, of variegated colors with the soberer olive drab of the Army planes in the distance, the bright stripes of pylons, the silvered surface of huge training airship moored to its mast, the autumnal colors of the trees topping the hills far away, the golden sunlight flooding everywhere, and, above all, the sense of ceaseless activity and animation, emphasized by the swift-moving automobiles on the ground and the flying planes above, combined to make a scene, the gaiety and vividness of which must cling in the imagination for many a long day. With the home pylon as a pivotal point, three courses had been laid out: one of 50 kilometers (31.07 miles), one 15-mile course, and one 5-mile course. The 5-mile course only lay entirely within view of the spectators on the field. Marking these courses nice 60-foot, red and white striped pylons had been erected. A triangulation balloon formed the third pylon of the five-mile course.

On-to-Dayton-Race ✓

For several days previous to the days set for the Races, the On-to-Dayton-Race flyers began to appear. This contest, the purpose of which is to encourage the entry of civilian pilots in the races, was open to all makes and types of aircraft. The Dayton Chapter of the National Aeronautic Association donated a trophy and \$3500 in Liberty bonds for prizes, the award being based upon the distance traveled, the speed, the number of passengers, and the cubic inch displacement of the engine. Competitors were compelled to fly from points 200 miles or more from Wilbur Wright Field, the start being made after September 20 and the arrival accomplished not later than October 1st.

Fifty-one entries registered, from almost as many states in the union, and a surprisingly large majority of them put in an appearance. Charles S. ("Casey") Jones, victor in last year's On-to-St. Louis-Race, came first in this year's contest also, scoring 239 points. He flew the same Curtiss Oriole as last year, but the lower wings had been practically cut in half and it was powered with a new Curtiss C-6 engine. This was the only entrant of the gypsy "Jenny" type planes which showed any radical departures from the original design. Besides the trophy, he received \$1000 in Liberty Bonds. Charles Holman, of Minot, North Dakota, fly-

ing a Thomas-Morse S4C from Minneapolis, Minn., came second, with 228 points, receiving \$800.00. M.M. Merrill, from Dallas, Texas, in a Thomas-Morse S4C with a Curtiss OX-5 engine, came third with 216.7 points and won \$500.00. H.H. Hoyte from Maywood, Illinois, came fourth and won \$400.00.

Sequence of Events.

Following are the programs for the three days:

Event No. 1 - On-to-Dayton Race.

Program for October 2.

Event No. 2 - National Cash Register Co. Trophy, standing start - 10:00 A.M. to 11:10 A.M.

Event No. 3 - Central Labor Union Trophy, standing start 11:30 A.M. to 1:05 P.M.

Aerial Carnival 1:10 P.M. to 2:20 P.M.

Event No. 4 - Liberty Engine Builders Trophy, standing start 3:30 P.M. to 4:00 P.M.

Program for October 3.

Event No. 5 - Mulvihill Trophy 10:00 A.M. to 11:10 A.M.

Event No. 6 - Aviation Town and Country Club Trophy, standing start 10:45 A.M. to 12:20 P.M.

Event No. 7 - Dayton Chamber of Commerce Trophy, flying start 12:50 P.M. to 2:30 P.M.

Event No. 8 - Dayton Daily News Trophy, standing start 2:40 P.M. to 3:10 P.M.

Aerial Carnival 3:15 P.M. to 4:15 P.M.

Program for October 4

Event No. 9 - Aerial Gymkhana 10:00 A.M. to 10:55 A.M.

Event No. 10 - Bicycle Club and Engineer Club Trophy, standing start 11:00 A.M. to 12:00 M.

Aerial Gymkhana 12:05 P.M. to 12:55 P.M.

Event No. 11 - J.L. Mitchell Trophy, flying start 1:00 P.M. to 1:50 P.M.

Event No. 12 - Pulitzer Trophy, flying start 2:15 P.M. to 3:00 P.M.

Aerial Carnival

National Cash Register Company Trophy Race.

The program opened briskly Thursday morning with the National Cash Register Company Trophy Race for civilian pilots having two-passenger planes of low horsepower and 510 cubic inches, or less, piston displacement. The Trophy went permanently to the winner and \$3500 in Liberty Bonds were divided between the first six leaders. The distance was 90 miles, or six laps over the 15-mile course. The race was one which tended to bring out the maximum performance from low-powered engines. Of the 13 entries, three did not start, one of them, a Farman special sport plane piloted by Robert Hewitt, suffering a broken landing gear while taxiing for position. A last minute entry of the Rinehart-Whelan Company made the total number of racing planes eleven. There were no unusual features embodied in these planes. They were mostly of the "Jenny" type, and all were powered with Curtiss OX-5 engines. Walter Leas, flying the same Hartzell FC-1 plane with which he won the Flying Club of St. Louis Trophy last year, was the winner, at a speed of 97.45 m.p.h. Leas' speed last year was only 89 m.p.h. He explained the faster time this year by the fact that by trying out the different wind levels over the course he had found the most favorable, flown low, so taking advantage of the unusually high wind which prevailed.

Though on the ground the weather conditions were ideal, all pilots reported extremely high winds and bumpy air during all three days of the flying. Perry Hutton, of Chicago, in a Laird Commercial plane, led the field in the first two laps, but lost speed in the third and came in second winner, having made an average of 93.2 m.p.h. R.G. Page, of Chicago, flying a Yackey Sport OX-5, which appeared suspiciously like a remodeled "Jenny", made third place with 87.4 m.p.h. Page was the only Air Mail pilot flying in the Races this year, his service, of course, being in unofficial capacity. A.E. Johnson, Dayton, of the Johnson Airplane & Supply Co., for which Mr. Leas, the winner, is the chief test pilot, claimed fourth place. Mr. Johnson flew a new Swallow at 87.2 m.p.h. Walter H. Beech and W.A. Yackey finished fifth and sixth.

Central Labor Union of Dayton Trophy Race.

This race was a free for all race for civilians in light airplanes of two, three or four passenger capacity and engines of 800 cubic inch piston displacement (about 200 h.p.), or less. A contest load of 340 pounds was obligatory. This is the first

time in history that a labor organization has donated a trophy for an airplane race, and it is hoped may be taken as a symbol that aviation is beginning to be regarded as having some trade significance. A permanent trophy and \$3500 in Liberty bonds composed the prizes for the first six pilots finishing. A distance of 120 miles, or 8 laps over the 15-mile course, was specified. The same "Casey" (Charles S.) Jones in the same clipped wing Curtiss Oriole that proved a winner in the On-to-Dayton-Race took the lead in this race, held it without difficulty and finished a full lap ahead of his nearest competitor, Walter H. Beech, whom it was supposed might be a likely winner. Beech was forced down by a broken radiator after two laps. Five of the entries, J.C. Dissette (VE-7); J.L. Burns (LePere); Harold Hartley (Yellow Aircab, Type A-1); G.B. Post (Huff-Daland Petrel Model 4), and R.H. DePew, Jr., (Huff-Daland Petrel Model 5) were unable to start, cutting down the number of entrants to eleven. J.C. Ray in a Curtiss Oriole, powered with a Curtiss C-6 engine, took second place at 107.22 m.p.h., while Cyril C. Caldwell, flying a G.L. Martin Company Model 70, finished third with an average speed of 103.34 m.p.h. Walter Leas in his Hartzell FC-1, Perry Hutton in the Laird Commercial, and W.A. Yackey in the Yackey Sport plane came in fourth, fifth and sixth, respectively. Casey Jones said that his plane had used but 11 gallons of gasoline in the 120 miles of travel, which is not such a bad record for many makes of automobiles.

Liberty Engine Builders Trophy Race.

The Liberty Engine Builders Trophy Race was the first of the perpetual trophies competed for, as this race is repeated each year, the trophy being passed on to the new winner. The distance was 180 miles, or 12 laps over the 15-mile course, and was for military and civilian entrants. All the competitors this year were Air Service officers, and all the planes were DH-4's equipped with standard Liberty engines. Besides the trophy, \$3,000 in Liberty Bonds were prizes promised to the five making the highest speed. All the DeHavillands had the struts streamlined and the cockpits covered with veneer boarding with an opening in the top just large enough to admit the pilot. All mounted Engineering Division metal propellers, except the ship flown by Lieut. Brown, which had a Curtiss metal propeller.

Aside from a slight difference in the streamlining, the contest was one of individual pilotage and keeping to the course. They were a goodly lot of ships to see lined up for the battle, and their sameness of type gave a sense of friendly competition to the event. Lt. D.G. Duke from the Office of the Chief of Air Service, Washington, D.C., came in for the trophy and first money, averaging 130.34 miles per hour, while Lt. A.E. Simonin, Commanding Officer of Langin Field, Moundsville, W. Va., followed with 128 m.p.h. average. These two flyers were the last of the ten entrants to take off. Third, fourth and fifth places, respectively, were gained by Lt. C.A. Cover, Wilbur Wright Field, at 124.13 m.p.h.; Lt. R.D. Knapp, 123.4 m.p.h.; and Lt. J.B. Haddon, 119.95 m.p.h. Lt.-Colonel Harold E. Hartney, booked to enter, did not start. Lt. C.W. Steinmetz had a forced landing, but had been previously disqualified for fouling a pylon. Lt. Bobzien was also disqualified for the same reason. Lt. Duke said that he credited his winning to flying the straightest course. He had traveled the course daily for a week in practice and had marked out a memory route of housetops and clusters of trees. He also took full advantage of the wind at different stratas, flying low on three laps and high on the next to add to the speed of his plane.

Aerial Carnival of October 2.

The Air Carnivals which were under the direction of Lt. E.H. Barksdale of McCook Field, were all unusually colorful and crowded with surprises. The program listed smoke writing, a free balloon flight, a flight of the Barling Bomber which had been newly silvered for the occasion, with the Sperry Messenger tagging along, reminding one of a very big parent with a very little child, for the Barling is the biggest ship in the world and the Sperry the smallest in the Army's possession; some unusually skillful formation maneuvering by the First Pursuit Squadron of Selfridge Field, Mich., apron string flying, with three planes tied together with a cord, balloon sniping, a smoke screen and a miniature Pulitzer Race. The air was too rough for the live parachute jumps that had been promised. Captain Skeel gave a demonstration of acrobatic flying that will long be remembered for its technical perfection and beauty.

Martin Bomber Breaks World Record.

Now and then officers would forget their interest in Air Carnival and Races, however, to peer up at a tiny speck in the clouds. It was Lieut. Macready in a supercharged NBS-1, gone after a weight carrying altitude record. The plane's bomb rack carried 1500 kilograms or 3306.9 pounds of dead weight, consisting of fourteen 100 and 600-pound bombs.

Lieut. Macready succeeded in taking the ship to 17,000 feet, breaking the world's record for this load held by our lively foreign competitor, the indomitable Sadi LeCointe, of France, by more than 3,000 feet. Lieut. Macready took off at about 1:30 o'clock, with Jean Althoff in the cockpit, and climbed for almost two hours. The test was witnessed by accredited representatives of the F.A.I., and will be officially homologated.

Mulvihill Model Trophy.

This unique contest which opened Friday's program is planned for the stimulation of interest among the youngsters in designing and constructing model airplanes and increasing their knowledge of aviation, for it is in such hands that the future of aviation rests, and their eyes will see the wonders that we can never know. It is a duration contest. The models must have a wing span not to exceed 40 inches and employ rubber bands for motive power. The contestants must be members of the Junior Flying League of the National Aeronautic Association. Each may enter three models and is permitted three official flights with each model. A bronze trophy, one of the most beautiful of any awarded, is passed from one winner to the next from year to year, and \$500 in cash prizes were divided between the owners of the best eight performers. Last year the contest was won by Edward G. Lang, 16, of Chicago, whose model remained in the air 4 min. and 22 seconds. This year the model of Robert V. Jaros, the winner, also from Chicago, stayed up for 10 min. 14.6 seconds. Jaros is 19 years old and a student of the University of Illinois. Rising about a thousand feet in the air, the model was carried far to the west of the Field. Six strands of 1.8 inch pure Para rubber gave the plane its propelling power. Constructed of the most fragile materials, the models must be handled with the greatest care. Perfect balance is of course the biggest feature in keeping them afloat. There were many of interest and promise among the 25 entered in the contest, but most of them crashed to the ground in the high wind. W.E. Schweitzer, whose model stayed up 59 seconds, won second rank, and third, fourth and fifth places were filled respectively by Paul S. Smith, 21 seconds; Reginald Mitchell, 13.6 seconds, and Walter L. Brock, 13.4 seconds.

Aviation Town and Country Club of Detroit Trophy Race.

This trophy also contested for annually at the Air Races is given to the light commercial airplanes showing the highest speed and efficiency. The efficiency rating is based on carrying the greatest load at the highest speed with the lowest horsepower engine. Planes must carry two or more passengers, must be capable of exceeding 80 miles per hour, and have a piston displacement not exceeding 800 cubic inches (about 200 horsepower). Liberty Bonds in the sum of \$4,000 were distributed among the three pilots making the highest speed and the three showing the highest efficiency rating. The trophy goes to the pilot earning the best mark on the combination speed and efficiency scoring.

The distance covered was 8 laps over the 15-mile course. Most of the planes partaking in this race were the same commercial group that had entered one or more of Thursday's events. Casey Jones in his Oriole took and maintained the lead until the last lap, when a sure winner, almost a lap ahead of the nearest contestant, he was forced down by engine trouble. Basil L. Rowe, of Allaben, N.Y., flying an S.V.A. three-seater airplane, powered with a C-6 engine, was an easy second and won the race, making an average speed of 111.45 m.p.h. J.C. Ray, Garden City, L.I., flying a Curtiss Oriole with a C-6 engine, came in second, making 107.5 m.p.h., while third place went to W.L. Stultz, flying an Atlantic S-3 plane with a Wright engine, making 106.93 m.p.h. The first prize was awarded to Cyril C. Caldwell for efficiency, flying a Glenn L. Martin Co. Model 70 plane, with a Wright E-4 engine. Caldwell came in fourth in the race.

Basil Rowe could scarcely believe his ears when told that he was the winner of the race. "Where's Jones?" was his question. In the Central Labor Union Trophy Race the day before, Rowe had been forced down with oil pump trouble and had taken on a mechanic, discarding deadweight, to work a hand pump for him. But the hand pump also had failed and he had been forced out of the race for good. In the face of this bad luck, and the speed of his rival plane, it was no wonder that his news seemed too good to be true.

Out of the 18 entries listed for this race, seven did not start and two were forced out by engine trouble. Rowe also felt the effects of the rough air during his race and kept his plane nosed close to the ground as possible. He was an army flight instructor during the war.

Dayton Chamber of Commerce Trophy Race.

Last year three Douglas Bombers, one Breguet, and one Army Fokker and five

Martin Bombers competed in the similar contest for large capacity planes capable of carrying a load of 2,000 pounds or more and attaining an air speed of 85 miles per hour. The Martin Bomber came out the winner. This year seven standard Martin Bombers, than which no better large capacity airplane has been developed to date, took their places along the starting line. These were identical except for differences in the individual methods of streamlining and covering the cockpits. The distance specified was 150 miles, or 10 laps over the 15-mile course. A permanent trophy and \$4,000 in Liberty Bonds went to the winners. The pilots, all of whom were Air Service officers, were Capt. George C. Kenney, Lieuts. Harold D. Smith, Carlton F. Bond, Dev. M. Myers, C.F. Woolsey and Hez McClellan.

It was the first of the series of races to be taken with a flying start, and all initial speed was obtained by the doughty Martins entering the course from a gentle incline of something under a thousand feet. Competition immediately developed between Lieuts. Myers of Phillips Field and Lieut. Woolsey of Brooks Field. Lieut. Woolsey made the first lap at 108.6 miles - 5/18 miles faster than Lt. Myers, but lost the lead in the second lap and was unable to regain it. Lieut. Myers won the race at an average speed of 109.85 m.p.h., while Lieut. Woolsey came second with an average of 107.98 m.p.h. Lt. McClellan was third with 104.59 m.p.h. The winning Martin has seen long and active service. It was built in 1919, was the winner of the last year's similar race, piloted by Lieut. H.L. George, A.S., and previous to that had a record for 129,000 miles in the Air Mail Service. It had been partially rebuilt and thoroughly conditioned for the race. Just before taking off three tires blew out, necessitating a quick change of wheels from available equipment. The replaced wheels, Lieut. Myers said, neither compared favorably nor balanced the plane as the originals would have done and, so handicapped, the pilot was especially pleased at his success. In this race, as in the one with the De-Havillands, the most important qualification for winning was being able to stick strictly to the course. Again the high winds made this not always the least difficult thing in the world to accomplish.

Dayton Daily News Trophy Race (Civilian)

This race was for the encouragement of the development of a type of plane which has never before figured in the annual Air Race meets - the extremely light airplane. Although no technical standards were fixed for contesting planes, it was generally understood that they were to be one or two passenger craft, built as small and light as possible, with engines of the lowest horsepower with which they could operate. A pay load of 150 pounds was called for with engine displacement not to exceed 80 cubic inches (20 horsepower). This resulted in the general use of motorcycle engines. Most of the planes were built by the pilots themselves, Mr. Etienne Dormoy, an airplane designer of McCook Field, having built his in his back yard from materials largely purchased from a hardware store. From an experimental point of view, this race was the most interesting of the series. It was flown over the five-mile course, five laps being required. The first pylon had to be rounded at an altitude of 60 feet, a climb of 500 feet being necessary to round the anchored balloon at the end of the two-mile stretch which formed the second pylon. Contestants unable to make the climb were permitted to circle to gain altitude before rounding the balloon. A descent had to be made to round the third pylon at 60 feet. This type of race will no doubt be a permanent feature of the Races from now on, as a perpetual trophy has been given for this purpose by the Dayton News. Liberty Bonds in the sum of \$3,250. were also divided in prizes.

Eight entrants were listed for the race, and monoplanes or biplanes they were a lot to attract attention anywhere. All the successful ones were characterized by large wing span and small chord. All had small control surfaces. Mr. Dormoy's monoplane was perhaps the most radical in design and promptly won the nickname of "the flying bath tub". In reality it had no fuselage. The fuselage was a nacelle carrying the pilot, the motor, the instruments, and the controls, while the tail planes were supported by outriggers of welded steel tubing, somewhat similar in design to those of the old Caudron biplane. An extremely ingenious thrust bearing connected the propeller and the Henderson motorcycle engine. The whole of the plane was metal except the wing, which was of the normal wood and fabric construction. Its ceiling is about 6000 feet.

J.M. Johnson, in his Briggs-Johnson airplane, was the winner of the race, having traveled the 25 miles at an average speed of 64.07 m.p.h. This was also a monoplane, mounting a Henderson motorcycle engine. The fuselage, which was well streamlined, was of triangular cross section, the pilot sitting inside it with glass in the bottom and sides for visibility. The wing was tapered. The midget loaded for the race weighed, with pilot and gasoline, just 490 pounds. It made the

climb to the second pylon quite readily, using up just one gallon of gasoline for its 25-mile trip. Mr. Dormoy finished second with 50.05 m.p.h. average. In fact, they were the only two planes to finish at all. Of the eight entries, three were unable to start. Lieut. Macready's Baby Bomber, a tiny biplane, built to take apart for easy shipping, with an Indian engine connected to the propeller by a chain drive, piloted by E.M. Laird, was forced down almost immediately by engine trouble and cracked up on landing. H.C. Mummert, from whom we were to hear as the winner of a later race, was forced down in his Mummert Sport Plane, powered with a Harley-Davidson engine, during the second lap, with engine trouble, after having made the first lap at a higher rate of speed than Mr. Dormoy. Mr. Mummert's plane was an internally braced monoplane, well streamlined. Gerald Dack was also forced down in his Fasig-Turner.

Air Carnival of October 3rd.

The Air Carnival of October 3rd duplicated to a great extent that of the day before, including the outstanding features and some not on the program. The live parachute jumps were made in spite of rough air and elicited many gasps from the spectators. A trial flight in the baby blimp was made with Mr. Frederick Patterson, President of the National Aeronautic Association, and Mr. Dwight L. Davis, Assistant Secretary of War, as passengers. Gasps of surprise greeted Lieut. Macready's flight in a 1910 Model old Wright airplane, while the Barling Bomber, just to offer a bit of contrast, kept near in all her stateliness. There were no more absorbed witnesses of this strange flight perhaps than Miss Katherine Wright and her brother Orville. Lieut. Macready gave a breezy description later of the strange sensations experienced in flying a plane of 1910 vintage when he said: "Can you imagine sitting on the edge of the Grand Canyon with your feet dangling over and the wind threatening to throw you overboard every minute? That's the way it felt." In 15 minutes at 1000 feet he got more thrills than one of the modern planes could produce at 35,000 feet.

The Selfridge Field Group again put on a demonstration of their distinctive formation flying, ending up with a mock combat that was thrilling to the last degree. But the most significant performance of the afternoon, perhaps of the whole three days, typifying as it did the very latest advancement in combination lighter-than-air and heavier-than-air cooperation, took place when Lieut. Finter of Langley Field rode aloft in a Sperry Messenger, hanging from the TC-5 helium-filled training airship. The great ship rose easily with its weight and passed over the heads of the crowd. At an altitude of about 1,000 feet, the engine of the little Sperry was started and the airship released it, dropping it into the air. It fell but a few feet before Lieut. Finter had it under complete control, righting it easily and flying away. The effect was one of unbelievable ease and reliability.

Barling Bomber Makes World Records. ✓

Although most of the great gathering was unaware of it, the Barling had weightier business on Friday afternoon than chasing Lt. Macready about the Field in the old Wright plane. Shortly after this prank, Lt. Harold R. Harris, Chief of the Flying Section of McCook Field, took it up to 4000 feet for one hour and 47 minutes, and when he brought it down again, two World Records had been shattered and two new ones established. The records broken were French duration records for 2000 and 3000 kilograms (4400 and 6600 lbs.), and the new records established were duration and altitude records for 4,000 kilograms (8818 lbs. though to make very sure the Barling actually carried 9034 lbs.). The load consisted of 25 bombs ranging in weight from 100 to 1100 pounds. It was the first time in history that such a load was ever lifted from the earth in a heavier-than-air plane. It was evidently no effort for the Barling, for she took to the air exactly $26\frac{1}{2}$ seconds from the time of the final "revving" up of the motors. So anxious was Lt. Harris to make the duration as hard to break as possible that he did not return to earth until he was out of gas, but without engine aid he brought the great plane, weighted with its $4\frac{1}{2}$ ton load, down without apparent difficulty. Douglas Culver, as usual, acted as engineer for the flight. The flight was witnessed by accredited representatives of the F.A.I. This test had been in prospect for some time but was held during the Air Races so that General Patrick and Mr. Orville Wright, the man who first flew an airplane, might be present for it.

October 4.

Most of the longer races had been eliminated by Saturday morning, leaving only the two high speed events, the Pulitzer and the John L. Mitchell Trophy, and a second race by the motorcycle engine planes still to be performed. The program was

tuned to lighter and more popular key, and quite early the grandstands began to be filled with a crowd in the gayest holiday mood. Louie Meister's quips booming over the throng through the magnavoxs were caught up with laughter. A threat of storm had been blown away and from a sky slightly overcast the sun poured forth genially. The program opened with an Aerial Gymkhana in which Capt. Skeel's work was again notable, and pursuit groups of planes in the distance loomed up like flocks of birds.

Race for Dayton Bicycle Club and Engineers' Club of Dayton Trophies -
(Civilian) - Trophy Permanent. Prizes \$5,000 in Liberty Bonds.

This was a combination speed and efficiency contest, the latter to be determined by dividing the miles per hour speed and the number of gallons of gasoline consumed. The four pilots making the highest efficiency rating were to divide \$1800, the remainder to be the speed awards. The distance was 50 miles, or 10 laps over the five-mile course.

Of the nine baby planes powered with motorcycle engines that were listed to start in this race, four did not start. One started and failed to pass the first pylon. E.B. Heath in the Heath Sport plane started across the field smoking like a bon fire. Finally, the left wing dipped and the little craft nosed over while the pilot scrambled from underneath. The ambulance appeared, but when questioned about the scratch on his face, Heath said he had done it that morning himself, shaving. The little planes in the high winds were whipped about like drift on a heavy sea and this, together with the temperamental engines, kept their pilots busy and was the source of much amusement to the crowd. The elimination of Heath left only J.M. Johnson, E. Dormoy, and H.C. Mummert in the race, each flying the plane he had flown the day before in the Daily News Trophy Race. Each was forced down before the third lap. Johnson, the first to descend, landed safely and ventured a new start. He failed, then repaired his motor and took off, but was forced to land again in a few minutes. On another attempt to start he landed in rough ground. Nothing daunted, he pulled into a smoother part of the field and then remained in the race to the end. Dormoy made two landings and new starts, not because of engine trouble - Dormoy's engine was the only one not to give trouble through the whole two races - but because the rough air was too much for him. Mummert, though forced down twice, found a level at about 500 feet above ground at which he could navigate his plane. At the start the pilots were making better than 45 miles per hour. Mummert's speed decreased on re-starting to about 26 miles per hour, and he was unable to better it much through the race. The landing and starting of the planes took more time than had been allotted for the race, and when Mr. Dormoy was ready to make his third attempt to take off the Pursuit planes were circling preparatory for their flying starts. The officials decided that Mr. Dormoy would be decidedly in the way in the air in his little plane at that time, and since he would have kept on until his fifty miles was completed if it took until night, he was offered third place if he would consider the race completed. H.C. Mummert was declared the winner at 38.24 miles per hour, Johnson second with 22.48 m.p.h. and Dormoy third. The efficiency prizes were awarded in the same order.

Lt. Oakley Kelly Lands.

In the meantime great excitement had prevailed over a new plane that had put in an appearance, and who should step out of the pilot's cockpit but our old friend Lt. Oakley Kelly, Lt. Macready's partner in the celebrated transcontinental non-stop flight, helping a very old person with Santa Claus whiskers from the rear cockpit. In a trice the two were placed in an automobile and paraded down before the grandstand, while the voice of Louie Meister gave the information that Mr. Ezra Meeker, 94 years old, had accompanied Lt. Kelly across the continent in his airplane and was a guest of the Air Races. Thereby hangs a tale. When Lts. Macready and Kelly landed in California at the successful completion of their transcontinental non-stop flight, one of the first telegrams to be given them was from Mr. Ezra Meeker, stating that 76 years ago he had crossed the continent over the old Oregon Trail by ox cart; that it had taken him five months to do it; and that he offered his congratulations to the two who made the trip in a day. "Next time take me with you", the telegram had concluded. So Lt. Kelly had taken the old man at his word. Lt. Kelly said that when they started out he had told Mr. Meeker that when he was tired, they'd stop. Mr. Meeker had responded, "When you get tired, we'll stop." He said the trip had been a wonderful experience. They had flown Seattle, Washington, to Dayton, in 13½ flying hours.

John L. Mitchell Trophy Race

The troupe of PW-8 pursuit planes, which had been slightly delayed in starting by the arrival of Mr. Meeker with Lt. Kelly, began circling for altitude for their flying dive into the course. The trophy which is perpetual is given by General Mitchell in honor of his brother who was killed in action during the world war. It is a strictly military event for pilots of the First Pursuit Group of the Army Air Service. Standard pursuit planes were used and the race flown in the manner of the Pulitzer event. The distance was 200 kilometers, or 4 laps over the 50-kilometer (31.07-mile) course. The plane completing the race in the shortest lapsed time is the winner of the trophy and three cups go to the winners of first, second and third places. Eleven entries, all standard PW-8 planes, started and completed this race, which because of the flying dive and the speed maintained was unusually spectacular to witness. Lieut. Cyrus Bettis was the winner at 175.43 miles per hour. This was a new speed record for pursuit planes, being almost 28 m.p.h. faster than that made by Captain Skeel who won the Pursuit Race in an MB3A biplane last year. Close behind Lieut. Bettis was Lt. Donald Stace, who finished second at 173.7 m.p.h. Even harder fought was the competition between Lt. Stace and Lt. Thomas K. Matthews, who finished third with 173.32 m.p.h. Other officers taking part were Lieuts. Hobart Yeager, Leland Hurd, J. Thad Johnson, Thomas Blackburn, George Tourtellet, James D. Summers, Ennis G. Whitehead and Reuben C. Moffat.

World Flyers Arrive.

About this time came the announcement that the World Flyers, who had arrived in Dayton the night before, were on their way from McCook Field and in a very few minutes with the noble escort of the Barling and its tagging Sperry, and several group formations, three DeHavilands appeared on the horizon. These came to earth first and from them there emerged six immaculate officers whom all the crowd knew. They had just completed the encircling of the globe for the first time by airplane. In automobiles they were conducted to the grandstand, where they were welcomed by cheer upon cheer, and greeted by General Patrick and General Mitchell, and presented to Mr. Orville Wright and Miss Katherine Wright and other notables assembled to do them honor. Only the announcement that the Pulitzer Race was about to start cut short the ceremony and sent the crowd, who had surged forward, back to their places.

The Pulitzer Race.

The Pulitzer Trophy, donated by Ralph and Joseph Pulitzer, is competed for annually in the International Air Races and is awarded to the pilot maintaining the highest speed. Single seater planes capable of at least 175 m.p.h. and a landing speed not to exceed 75 m.p.h. are eligible. Ten thousand dollars in Liberty bonds were prizes, divided among the first four winners, with \$5,000 going to first place. No new planes had been built this year for the contest by either the Army or Navy, so nothing was looked for in the way of high speed records being broken. Early in the spring the Army had purchased from the Navy, for the sum of \$1.00, one of the Navy Curtiss Racers which in the Pulitzer Race of last year proved a winner. This plane, which was to have been flown by Lieut. Alexander Pearson, was wrecked early in September. This left the two Army Curtiss R-6 Racers which won the Pulitzer Race in 1922, and the Verville-Sperry Racer which was also built for entry in the Detroit Races. To take the place of the Navy Curtiss which was wrecked, a low compression small bore motor had been placed in a PW-8 pursuit airplane. It had been streamlined and otherwise improved for racing purposes. New Curtiss D-12A engines had been mounted in the Curtiss Racers, new struts had replaced the old hollow spruce ones, and in every way possible these little ships had been renewed for their battle. The Verville Sperry Racer had been really re-designed at the Lawrence Sperry Aircraft Corporation under the direction of Mr. Alfred Verville. A Curtiss D-12, 500 horsepower engine had been installed with wing radiators replacing the old Wright 300 h.p. engine, and the two Lamblin Model H radiators. The wing tips had been changed to an elliptical form which slightly increased the wing area. In tests before the race the Verville-Sperry showed 14 percent higher efficiency than the old racer. Greater power and less parasite resistance contributed to this result. These were the four sole entries - all Army planes - which were to be piloted by Captain Burt E. Skeel and Lt. Wendell H. Brookley in the two Curtiss R-6 Racers, Lt. H.H. Mills in the Verville-Sperry, and Lt. Rex Stoner in the PW-8A.

Captain Skeel was the first to take off and he immediately rose steeply circling for altitude. He had started his dive from approximately 2,000 or 1,500 ft. when the fabric was seen to fly from the wings of his plane. The great body of people watching him gave a quick gasp of horror as their minds grasped the purport of what their eyes had seen - and the heart was gone from the Pulitzer Race. The

plane fell swiftly beyond view. Lieut. Brookley rose, circled for altitude and came into the course from a much lower altitude than Capt. Skeel had attempted, followed by the Verville-Sperry monoplane, which from the beginning showed the greater speed of the two planes over the 50-kilometer course. Lt. Mills completed his first lap at 214.1 m.p.h., while Lt. Brookley in the R-6 made but 212.2 m.p.h. Lt. Stoner in the PW-8A was hopelessly outclassed, making but 166.4 m.p.h. On the second lap Lt. Mills accomplished 216.4 m.p.h., Lt. Brookley 213.5 m.p.h., and Lt. Stoner 167.5 m.p.h. By an increase of 1/10 m.p.h. Lt. Mills finished the third lap in the lead, his plane looking especially bird-like with its retractible chassis drawn up within the fuselage. The first two planes finished a whole lap ahead of Lt. Stoner, Lt. Mills making an average speed of 216.55 m.p.h., Lt. Brookley 214.45 m.p.h., and Lt. Stoner 167.95 m.p.h. Lt. Brookley and Lt. Stoner, having witnessed Skeel's accident from the air, flew the race under nervous strain. Lt. Mills was the only one of the flyers unaware of what had happened when he landed. All the pilots felt the effects of the unfavorable air conditions, Lt. Brookley commenting that it was the roughest trip he had ever made.

October 5 Air Carnival.

The hour was growing late and the elaborate flying that had been planned for the Air Carnival was somewhat curtailed. There stood New York City, however, pathetically waiting for her bombing, and the bombing planes, escorted by the valiant pursuits, rose nobly to the occasion. If the race had brought to light nothing else, which it did, the emphasis it placed upon the marked pursuit development in the last year would be worth while. In the race of the pursuit planes, there was not an entry which fell short. All that were listed to enter did enter and there were no forced landings. All of them finished the race, pushing each other hard for speed. All records in speed for pursuit planes were broken, and foreign representatives were agreed in that the United States might boast of the fastest fleet of pursuit planes in the world. Together with their bombers they were an impressive sight as they went ahead to signal that the way was clear. Several bombs were dropped and the Woolworth Tower careened precariously, showing that the great steel girders supposed to repose in its innards were really of wood. Next the citizens might be supposed to be worrying about their Municipal Building from the limp manner in which it folded over. But it was a great city, this condensed New York, with its towering sky line, and it took several attacks to completely demoralize it. Finally, however, with the fiercer attacks of the larger bombs it gradually gave up the ghost to modern warfare, and under severe bombardment its mighty buildings heaved themselves desperately in the air, fell apart, and the city was razed.

Mr. Meister announced that the "Smoker" which had been planned for Saturday night at Memorial Hall to close the three-days' celebration, at which the World Flyers were to have been guests of honor, together with the winners of the various races, to whom presentation of their trophies was to have been made, would be called off owing to the regrettable accident. The trophies and prizes would be distributed by mail. This presentation would, of course, have been informal, as under the ruling of the F.A.I. formal presentation of trophies or prizes for events cannot be made for three weeks after the event to permit of the filing of protests should such come up. Immediately also there arose the rumor that an effort would be made to permit the thousand dollars which was the uncontested part of the Pulitzer prize money to be sent to Mrs. Skeel.

The Air Race meeting was over. Hushed by the sadness that had invaded their holiday, but pervaded with a sense of the magic that the air had held for them during those three days, a magic that in their childhoods they could have known only in fairy tales, but which had become strange reality to their adult-hood, the crowd turned homeward.

National Aeronautic Association.

The National Aeronautic Association held its second annual convention during the three days of the Air Races, and it is to its President, Mr. Frederick Patterson, his untiring encouragement and support of aeronautics during this past year, and especially in the preparation for the Air Races, that much credit is due for their success. Mr. Godfrey Cabot, of Boston, and Mr. R.W. Schroeder, formerly a Major in the U.S. Air Service and past holder of the world's altitude record, were elected president and vice president, respectively, for the coming year. At a brilliant banquet given during the Meet a letter from President Coolidge was read, and representatives of seven countries, the World Flyers, and the foremost national experts on aeronautics, were guests of honor. Plans for eliminating the dive in air races were drafted and forwarded to the F.A.I. for approval during one of the meetings, Major Schroeder claiming that the true performance of an airplane can more accurately be obtained without the false stimulation of speed gained through the dive.

RESERVE OFFICERS COMPLETE TRAINING

Two groups of Air Service reserve officers each spent two weeks of training at Fort Bliss, El Paso, Texas. The first group finished their training August 14th and the second group started their training two days later and finished their course on August 31st. The names of the reserve officers of the first group were mentioned in a previous issue of the NEWS LETTER. The reserve officers of the second group are as follows: Major Bernard Cummings, Craig, Colo.; Capt. Fred Feasel, Albuquerque, N.M.; Capt. James O. Nabours, Jr., Tucson, Ariz.; Capt. James G. Espey, Trinidad, Col.; First Lieuts. Stanley P. Ricketts, Fort Collins, Colo.; Albert A. Sperry, Douglas, Ariz.; Louis C. Geisendorf, Eastland, Texas; Second Lieuts. Charles M. Wightman, Dewey Bartlo and Charles G. Stanton, Phoenix, Ariz.; Harry W. Hantsche, Hurley, N.M.; Earl L. Byaers, Breckenridge, Texas; John P. Hausner, Gallup, N.M.; and Earl K. Parker, Denver, Colo.

WILBUR WRIGHT FIELD PARTICIPATES IN NATIONAL DEFENSE DAY PARADE

Wilbur Wright Field, Fairfield, Ohio, took part in the Defense Day Parade which marched through the main streets of Dayton at 4:00 p.m. The parade included a large representation of patriotic and military organizations of many kinds. Major A.W. Robins, Commanding Officer of Wilbur Wright Field, was in command of the Air Service units, which included McCook Field. Both McCook and Wilbur Wright Fields had several interesting floats showing the work carried on, and practically every officer and civilian at the two fields marched in the parade. One interesting feature was the complete truck train of the 88th Squadron which was all polished up for the occasion and made a snappy appearance.

At the conclusion of the parade, a patriotic service was held at McKinley Park. After singing "America" and listening to an excellent address on preparedness and the constitution, all who were present took the oath of allegiance to the flag and country.

BARLING BOMBER MAKES FLIGHT AFTER LONG REST

The Barling Bomber recently made its first flight since the fall of 1923. For the past eight or nine months the big bomber has been in its hangar at Wilbur Wright Field, where it was thoroughly reconditioned. The huge craft took the air on the afternoon of September 11th with Lieut. Harold R. Harris, of McCook Field, as pilot. It has flown several times since that date, being very prominent in the Pulitzer Races, again justifying the faith which has been placed in it by its designers, its pilots and the Air Service generally.

LIEUT. "JIMMY" DOOLITTLE SPENDS CONSIDERABLE TIME IN THE AIR.

Our McCook Field Correspondent states that it was noted in a recent issue of the News Letter that one of the pilots of Brooks Field was credited with 110 hours of flying time during the month of July or August, and then goes on to say: "Despite the danger of being taken for one of those impossible persons who always goes you one better, we would like to mention the flying time of one of the test pilots of the Flying Section of McCook Field.

Lt. 'Jimmy' Doolittle's time for the month of August was 150 hours and 22 minutes. This was all bona fide time with many different types of airplanes. Some of it was at altitudes of over 20,000 feet, some over the roughest terrain in the United States, and some in experimental test flying at night. It included a photographic trip, taking in an area comprising Dayton, Seattle, San Diego, Denver, San Antonio and Washington, D.C., and a Pulitzer Race Propaganda flight, including in one day the cities of Dayton, Toledo, Detroit, Chicago, St. Louis, Memphis, Nashville, Louisville, Cincinnati and Springfield, Ohio, a distance of over 1550 miles. These flights were taken with no other pilot or student in the plane. Lieut. Doolittle has averaged over 100 hours per month for the last three months."

FRANCE FIELD FLYERS PAY VISIT OF COURTESY TO COSTA RICA

A flight of four DeHaviland planes, commanded by Major Junius W. Jones, and including Lieuts. Irwin S. Amberg, William K. Moran and Edward M. Robbins, pilots, V-5304, A.S.

Lieut. Charles T. Skow, radio officer, with the enlisted personnel consisting of three mechanics, left France Field, Panama Canal Zone, on August 30th for Costa Rica on a visit of courtesy to extend over the Fiesta. They arrived at San Jose at 2:30 p.m. the same afternoon and were royally received by Mr. Davis, the American Minister, and Col. Bonillia, Chief of Staff. The trip to San Jose, 350 miles, was covered in 5 hours and 35 minutes. A slight rain was encountered on the return trip, which was accomplished in 5 hours and 40 minutes.

PRESIDENT COOLIDGE PRAISES WORK OF NATL. AERONAUTIC ASSN.

The keen interest taken by President Coolidge in the progress of commercial aviation was emphasized by his assignment of Brigadier-General William Mitchell, Assistant Chief of U.S. Air Service, personally to represent him at the annual banquet in Dayton of the National Aeronautic Association. President Coolidge sent by General Mitchell a letter addressed to Mr. Frederick B. Patterson, retiring president of the N.A.A., in which he declared that the fine progress made during the past year in commercial aviation in America was providing also a valuable addition to the nation's means of defense in war.

In a letter to President Coolidge, thanking him for his interest and support, Mr. F.B. Patterson called attention to the fact that he was resigning the presidency of the N.A.A. after a year of active service, during which the membership of the association has been trebled, jumping from nineteen hundred to over seven thousand, thus demonstrating the ever increasing interest of the American people in aviation. He also reported that chapters of the N.A.A. are being established in all parts of the country. When Mr. Patterson assumed office as president of the association there were only twelve chapters; today there are thirty-seven. A review of the past year's activities of the N.A.A. under Mr. Patterson includes also reference to his contribution of the National Aeronautic Review, the publication of which he undertook and carried out at his own expense. In conclusion, Mr. Patterson assured President Coolidge that while he was no longer serving the N.A.A. officially he would continue to work and use his resources in aid of that governmental policy, so heartily endorsed by the administration, which insisted that our aerial defense program should be adequate for the national needs.

THE AIRPLANE IS EVER EQUAL TO THE EMERGENCY

In the Panama Canal Zone an emergency flight was recently made to David, Panama, from France Field, in a successful attempt to save the life of the son of Mr. and Mrs. Hodges, who had been stricken with appendicitis. The father's appreciation of the services rendered by France Field is best described in an extract of a letter from him to General Samuel D. Sturgis, Commanding the Panama Canal Department, reading as follows:

"The experience brings home in the most forceful manner the efficiency of the Air Service, the wonderful progress that has been made by its personnel in recent years in the entire field of aeronautics; and from the willingness of its members to perform any and all duties they may be called upon to perform, one can readily understand why the Air Service has the enviable reputation that it holds in the U.S. Army."

THE END OF A LONG JOURNEY

The aeronautical achievement of the age - the circumnavigation of the globe by air - is now a closed chapter. We can think of no better manner of summing up the result of this flight than to quote an article by Major-General Mason M. Patrick, Chief of Air Service, which appeared in the October issue of the U.S. AIR SERVICES magazine, viz:

"When the World Flight landed in Seattle recently, the most conspicuous aviation undertaking since the war came to a brilliant close. The Flight is ended. There remains only to chronicle properly this remarkable exploit and to draw from it the lessons it has taught. The success of this flight depended upon three things: The personnel, the airplanes, and the organization back of them to do the detailed planning with all which this entailed and to care for the distribution of supplies so that at no point should there be anything wanting.

With any one of these lacking this Flight would have been impossible. The personnel of this expedition consisted of pilots and mechanics. In the Army Air

Service there was no dearth of either. In fact, the final choice was made more difficult by the large number available. All events transpiring since the Flight left Seattle have proved that those selected were well qualified for the work required of them. This little group, whose names have been on every tongue and are familiar to nearly every man, woman and child in the country, has carried out its dangerous mission, brought it to a triumphant end, and is unspoiled by its successful accomplishment.

When the idea of circling the globe by air was first conceived, it was at once realized that we must have a suitable plane, one designed for the unusual requirements which would be demanded of it. The recital of a few of the many characteristics which the "World Cruiser" must possess will serve to illustrate the task confronting its designers and engineers. It must be capable of landing both on land and water; it must have a long cruising radius, particularly for crossing the Pacific and Atlantic Oceans, and other parts of the route where supply bases were widely separated by geographic barriers; it must be sturdily and staunchly built to withstand the rigors of all climates and the strain of more than 26,000 miles of continuous air passage. The type selected met well these requirements. Those who viewed these planes when they landed at Seattle at the end of the journey were surprised at their excellent condition.

More depended on the planes than is generally understood. In past exploration and discovery the result was largely dependent on the personnel. Early explorers, when one mode of travel failed, seized another method of transport and pushed on, the final result depending upon the resourcefulness, stamina, and courage of the individual adventurer. In this Flight, however, the planes were the only vehicles which could be employed and unless they could stand the strains to which they were subjected the task given the pilots could not have been completed.

But even with such excellent personnel and equipment this circumterrestrial journey through the air was an impossibility without an adequate, efficient organization behind them. All too frequently we overlook these men "behind the scenes" - they who plan and work without any hope or desire for personal recognition or glory that others may succeed. Upon them fell the burden of selecting the planes, securing the cooperation of other bureaus and departments of our own Government and of all foreign nations whose realms were traversed; selecting the route, establishing the landing places, and shipping the supplies to all the odd corners of the earth where our Flight was forced to stop. In short, this little group was the General Staff, the Signal Corps, the Quartermaster Corps and the Air Service Supply Division for this mite of an army which was sent around the world; and yet I doubt if a score of men in or out of the service could recite their names. However, I know them and give them great credit for the admirable manner in which they performed their task. They began work long before the Flight started, they will be at it long after the Flight is ended. But they have worked with a purpose and their work has been well done.

This outlines the method of accomplishing one of the most important single military missions since the War. A few words may not be amiss as to the influence of this flight. It has taught a number of worth while lessons. From a military standpoint, this Flight has shown that no distances or no difficulties are great enough to make any country immune from attack by aircraft. On the other hand, this same flight has shown how communication between the nations of the World can be improved, how parts of the earth otherwise almost inaccessible or without sufficient means of transportation and communication can be brought nearer, thus enabling men and nations to know each other better, so that aircraft, while potent engines of war, may likewise go far toward bringing about the much desired era of universal peace."

According to Lieut. Lowell H. Smith, the Flight Commander, the circumnavigation of the globe by air from Seattle, Washington, back to Seattle, required 175 days. The total number of miles traveled was 26,103; days flown, 66; flights made, 76; and flying time 375 hours and 11 minutes. On that basis it would appear that the planes traveled around the world at an average speed of approximately 70 miles an hour.

In our last chronicle of the world flight, we left off where the flyers landed at Santa Monica, Calif., the point from which the flyers started northward on their great adventure on March 17th last. To the reception stand the flyers taxied over an acre of blossoms. Official greetings were extended by military officers and Representative Fredericks, and then each of the flyers received a purse of \$1,000 from the "Appreciation Fund" raised on the Pacific Coast by public subscription.

We noticed in a recent issue of a Pacific coast newspaper that the fund had gone considerably over \$6,000. The flyers were also presented with honorary life memberships in the Los Angeles Chamber of Commerce and each was given a \$1,000 insurance policy by the Equitable Life Assurance Society. There were speeches and greetings from various officials, but none were heard above the din of the deafening chorus of the thousands of spectators. The uncontrollable mob had triumphed. The program was cut short, and it was with the greatest difficulty that the airmen were whisked across the field to the field headquarters. From there, with many thousands running after them, they were spirited away in automobiles and convoyed by guards from Clover Field to Beverly Hills, where they had been invited for a brief reception. But only a portion of the world flyers appeared, for the others had been kidnapped by their friends and relatives and taken elsewhere. According to the Los Angeles TIMES, those in charge of the "Southern California Appreciation Fund" are hopeful that the total may reach \$25,000 by the time the airmen return after going to Seattle.

Foggy weather delayed the departure of the world flyers, but on September 25th they took off for Crissy Field, Presidio of San Francisco, and landed at 3:20 p.m. The flight was marked by the forced landing at South San Francisco of the Boston II, Lt. Wade's ship, due to a burnt out battery. A new battery was rushed to the ship by motorcycle and Lt. Wade arrived at Crissy Field at 4:02 p.m. A great throng was on hand to welcome the famous birdmen, the size of the crowd being impossible to estimate. After circling the field, the planes landed gracefully and taxied up before the reviewing stand, where the flyers were received by Mayor James Rolph, Senator Shortridge, Lt.-Col. Frank P. Lahm, Air Officer of the 9th Corps Area, and other notables. The airmen were conducted by automobiles from Crissy Field to the St. Francis Hotel, where the huge crowd which lined the curb and overflowed into the lobby of the hotel, greeted them with a multitude of shouts and cheers. So great was the demonstration at the entrance of the hotel that it was necessary to have special police forces to keep the surging crowd back. When the flyers reached their suite of rooms, Miss Lillian Gatlin, the only woman who has flown across the United States, presented each of the aviators with a gold medal.

Shortly after 9 o'clock on the morning of September 27th, Lieut. Smith, followed a few seconds later by Lieuts. Wade and Nelson, took off from Crissy Field for Eugene, Oregon, and landed at the municipal aviation field at that place at 2:45 p.m. in the presence of the largest crowd ever assembled there. They were welcomed by Governor Walter M. Pierce of Oregon, Mayor E.B. Parks of Eugene, Army officers, and a reception committee which included persons prominent in the State. At night the aviators were banqueted at the Osborne Hotel. The welcome was pronounced by Lieut. Smith as being the heartiest they had received on their whole flight. This may be explained by the fact that Eugene claims Lt. Smith as its own, for he was stationed in this city for several seasons while on forestry patrol duty.

The flyers left Eugene at 10:02 a.m. September 28th bound for Seattle, the terminus of their long journey, and they landed at the aviation field on the outskirts of the city at 1:37 p.m. They arrived over the field at 1:30 p.m. and circled over Lake Washington amid the blowing of whistles and the ringing of bells on the boats on the lake and the cheers of the thousands of spectators surrounding the field. One of the first to greet the flyers and their mechanics was Major Frederick L. Martin, who started out with them as flight leader. The airplanes upon landing taxied to the reviewing stand and the reception committee gathered to meet the airmen. Lieut. Smith stepped from his machine and made a short address to the assembled committee. The crowd which gathered around the roped off area was so great that the reception was curtailed to merely a shaking of hands and expressions of greetings. Each of the flyers was the recipient of a large bouquet of dahlias which they took with them to a private luncheon aboard a yacht. Nine airplanes from Sand Point, under the command of Major D.C. Emmons, Commanding Officer of Crissy Field, left shortly before the flyers were expected in order to escort them to the field. The world circlers were accompanied on their flight from Eugene by Lieuts. J.A. Brockhurst and Geo. W. Goddard, who made a photographic record of the flight across the country, and Lieut. Burdette S. Wright and Sgt. J.F. Kennedy, Lieut. Wright acting as Advance Officer for the flight across the country.

The world flyers were taken in automobiles to Volunteer Park, where the formal reception was given, and where approximately 50,000 people were gathered. En route to Volunteer Park, Lieut. Smith, riding in a flower-bedecked machine with his name emblazoned in dahlias on the front, was cheered by hundreds in automobiles lining both sides of the street for the entire distance. During the reception short talks

were made By Mayor Brown, Lieut.-Governor Coyle, Rear Admiral J.V. Chase and Major General Charles G. Morton, representing President Coolidge and Secretary Weeks. Platinum and gold rings, containing a bloodstone, were presented to each of the six flyers, who made short talks of acceptance. From Volunteer Park the flyers were taken to their hotels.

Seattle certainly paid a tribute from their hearts to the skill of Smith and Arnold, Nelson and Harding and Wade and Ogden. Those names will live long in history, and to show its appreciation of the fact that Seattle was designated as the official starting point and terminus of this epcccal flight around the world, the city through public subscription erected a monument at the Sand Point Aviation Field to commemorate the prowess of the world flyers and their daring. Future generations will visit the spot and pay reverent respect to the men who took off from this spot for the region of the setting sun and landed there agin five months later coming from the east. The monument is of granite, 23 feet high, and is surmounted by a bronze globe with two poised bronze wings. The bronze tablet in the center of the monument is inscribed with the names of the eight aviators who started on the flight.

HANK GETS BACK ON HIS JOB AGAIN.

Kelly Field, Texas, Sept. 22, '24

Dear Old Hank:

Back home and broke, as the poets say. Going into a flat spin, or forgettin to pull your rip cord aint nothin compared with trying to spank the pavement with a semi-sport Ford that was turned out shortly after the loose leaf system come into vogue in the Garden of Eden. Well, Hank, you wanted to know what happened while I was home; only three things, "Morning, Noon and Night," with the exception of the missionary who visited us every quarter.

I run across a number of your countrymen who talked to me in broken english for 3 hours and I managed somehow to answer them back with my crushed French, and you know how I was broke out with that lingo dont you? Just like a native of Cheyenne, Wyo. Hank, keep this to yourself; there is a movement on foot to experiment with carrier pigeons by crossing them with sea-gulls, so as to be able to fly them across the ocean and visa-versa. Lieut. Fitzgerald went them one better Hank and told them why don't you cross them with "Parrots" while you are at it and get their messages verbally? Rare judgment, eh Hank?

Speakin of the graduatin class last month, there was some 65 pilots that made the grade Hank, and what I mean they picked em up and put em down. At the rate that this school is turning out pilots you're gonna see more aces in this branch of service than you ever saw in a pinochle deck, and I dont mean perhaps.

Your old Omigio Olaf, who was reduced as a leap year precaution tells us that he must of run into a bunch of stage robbers on last pay day as he was as free from money as a frog from feathers about a couple o'clock that a.m. I guess what he meant was that he was out with a flock of chorus girls (Grand special) for dinner, eh Hank? We are lookin around for a couple of birds Hank who will make Col-or Sergeants for the School, and the only qualification he has got to have is as much dignity as an English waiter and the only time he will be allowed to smile will be in the privacy of his room. He must also be a perfect 52. How about Balzak of the 68th and Caywood of the 40th?

Sergeant Hay and Private Hayes were not present for foot inspection again Hank ain't it funny how bashful those two birds are of their feet?

Your friend Ward of the 41st came in on his reputation and 4 wheels without a brake last Saturday night. You know Hank that was a new Leapin-Tuna when he started out and when he returned he said - "the bird that sold me this buss never lied to me, when he says "Mr, this car is indeed the 'tin you love to touch.'" I want to thank you for that box you sent to the office force includin Mrs Payne and Miss Nelson which came yesterday, that is part of it. From the looks of it the conductor must of used it for a seat. There was however enough left of it to give me an idea of what had been in it. Suggest you use barbwire for string next time Hank, especially for conductors.

We filled out our bonous blanks Hank and talk about tecknickle, the only things they didn't ask of us was, "How my father met my Mother and wether I ever had dephtheria and why? which was the first time we ever got by without given out that information.

Well Hank, my storm amd strife is calling me to shave the back of her neck so will write you later.

Shylock.

NOTES FROM AIR SERVICE FIELDS.

Wilbur Wright Field, Fairfield, Ohio, Sept. 22

Mr. Wm. D. Kennedy, assistant Chief of Maintenance Branch of the Field Service Section, returned to Fairfield after spending several weeks on the cruiser "Milwaukee" which carried supplies to the Round-The-World Flyers at Greenland, Labrador, New Foundland and Nova Scotia. Mr. Kennedy reports a most enjoyable trip. Not the least of his interesting experiences was his sojourn in an Eskimo village on the coast of Greenland where he had an excellent opportunity to observe the customs of these simple and kindly people.

Major H.J. Knerr and Lieut. G.V. McPike started on September 16th for Marshall Field, Ft. Riley, Kansas each ferrying a DH plane for use at that Field. Lieut. McPike returned by rail. Major Knerr remained at Marshall Field a few days longer and was met by Capt. John S. Colgan of Wilbur Wright Field with another plane in which he was ferried back.

Lieut. and Mrs. Donald G. Duke arrived on September 16 from Washington, D.C. Lieut. Duke is an entrant in the Liberty Engine Builders' Race. Other Air Service Officers who expect to fly in the same race who have arrived at Wilbur Wright Field recently for the purpose of preparing for that event are Lieut. Edwin B. Bobzien of Chanute Field, Lieut. Robert D. Knapp of Maxwell Field and Major C.L. Tinker of Post Field. For the benefit of these and other visiting Officers and their families an Officers' Mess was established at the Officers' Club under the able direction of Lieut. Winfield S. Harlin formerly known as Side Slip Inn. Among the features of this Mess, (in addition to the excellent food provided) is a six-piece orchestra which will play each evening until after the Races.

Lieut. G.E. Ballard returned from Middletown, Pa. where he has been inspecting Air Service equipment.

On September 14, Lieut. C.E. Thomas, Jr., with Lieut. G.E. Ballard and three parachute jumpers from the enlisted personnel went to Selfridge Field in a Martin Bomber and participated in an aerial demonstration.

Capt. David W. Bedinger, Flight Surgeon at Marshall Field, arrived by air on September 18.

Lieut. Wallace G. Smith from Chanute Field arrived on September 18. Lieut. Smith is proceeding to Bolling Field via the Airways Route.

The repair shops are working overtime to get the planes tuned up for the Races and the mechanics are taking their meals when they can get them. Grandstands are being erected, the highways leading from Dayton have been practically rebuilt and it is expected that everything will be in readiness for the big Races on schedule time.

Brooks Field, San Antonio, Texas, Sept. 22.

No, Cyril - Brooks Field has not dried up and blown away, tho we do live in Texas. We have merely been too busy graduating one class of future aces and making preparations for the next to talk much. And truthfully, Mr. Noah's concentrated efforts to get his ark built before the rains began had nothing on the earnest endeavors of Lieuts. Wimsatt and Waite, in charge of Mess and Quarters, and Lieut. Horn and his staff of Ground School experts. And then the deluge of students began - and it's still coming - 54 Second Lieutenants, O.D. complete - just out of the Point, with the original creases in their uniforms and boots still reflecting the elegancies of their first shine; 57 officers from other grades, branches and previous conditions of servitude. The transfers from other branches, politely supercilious, taking elaborate care not to be taken for any one of the 54 of the variety first mentioned. And those who have but newly exchanged "cits" for uniforms, carrying themselves a bit stiffly - as tho asking themselves whether they look as funny as they feel - (and generally they do)

And then there are six Cuban officers, three from various branches of the Service and three fresh from their military academy, all Second Lieutenants and eager to fly, for as they explain, the Cuban Air Service is just being born, and if they can beat the 'Benzine Board' a glance into the future shows their path fairly sprinkled with promotions. In addition there are the Siamese, two sub-lieutenants who have reported, and two Captains who as yet have only been reported as coming.

And finally 28 Reserve Officers, 11 National Guard officers and 121 Flying Cadets, including men from the non-commissioned ranks of the Army, youngsters from civil life and even the son of a Danish Admiral

Of course, too - there are included in the above numbers, 18 holdovers - who, thru illness or other reasons, have had their training delayed. And since to fly and know all the ropes, may be picked out as wearing the well worn and greasy coveralls with helmet and goggles on all occasions. They are the ones around which absorbed and open-mouthed groups will gather in the quarters for a session of marvelous "barracks flying"; -- tales, before which those of Sinbad and Baron Munchausen pale to tepid insignificance.

And there with a total of 279 is a layer of future Air Service personnel - Power to them!

But preparing for students isn't all that Brooks Field has been doing by a good deal. Major Royce and Lieut. Fred Woodward just returned from a ten day cross country to Austin, Minn.

Capt. Paul Bock and Lieut. Harlan T. McCormick, on Reserve Officer instruction duty at Denver, came home as "all state champion air racers" and "precision and acrobatic flyer", respectively. They have the cups to prove it too. (They're really cock-tail shakers, but it sounds better to say 'cups').

McCormick wasn't satisfied with all this, however, so he went off and annexed a lady to help him share his honors. The Post extends their best wishes and accepts the explanation of a great many of the Lieutenant's past cross-countries.

Lieut. Stanley Ellerthorpe let Dan Cupid score a direct hit on him, too, and has precipitated the necessary preliminaries to changing the name of Miss Dorothy Vernon (not of "Haddon Hall", however) to Ellerthorpe.

Also Lieut and Mrs. R.G. Breene have returned from leave and are establishing themselves in their new quarters.

A small flurry was occasioned when Lieuts. C.F. Woolsey, Hez McClellan and J.B. Haddon took off for Dayton to fly in the Pulitzer Races, the two former, piloting Martin Bombers and Lieut. Haddon a new D.H. That the aforementioned flurry wasn't solely in the minds of those that saw the racers off, is proved by the fact that Lieut. McClellan went off leaving all of his toilet articles carefully laid out on his dresser.

With the beginning of the new class, the Post's social wheels begin to turn again, an indication of same being the appointment of Lieuts. Griffis and Young as committee to arrange for a dinner-dance in the near future. From all advance notices it should be a good party.

Hdqrs. 2nd Div. Air Service, Fort Bliss, Texas, Sept. 5.

Lieut. Clark leads the flying time of the Second Division Air Service for the month of August with 69 hours and 35 minutes. Lieut. Douglas came in second with 24 hours and 22 minutes.

Lieut. Clark and Captain Pursley made a cross country flight to Albuquerque, New Mexico, Tuesday. Lieut. Clark returned to this station the same date.

Five reconnaissance flights were made with the First Cavalry Division Wednesday while the Cavalry units were on the march.

Lieut. Weddington and Sergeant Rhodes made two photographic flights Wednesday one for the purpose of taking vertical photos of Caurchesne Bridge and troops enroute thereto from Fort Bliss over scenic drive, and the other to take oblique photos of positions occupied by the First Cavalry Division east of Caurchesne Bridge.

Sergeant Tyler made a cross country flight to Douglas, Arizona for the purpose of bringing Lieut. Ballentyne to this station.

Lieut. Evert, Captain Bender, Sergeant Pierce and Sergeant Johnson made a cross country flight to Elephant Butte Dam to search for landing fields in that vicinity.

Lieuts. Clark and Smith made flights for the purpose of giving rides to enlisted men who do not ordinarily have an opportunity to fly in the course of their duties.

Langley Field, Hampton, Va., October 2, 1924.

The personnel on this field have been kept busy for the past ten days making preparations for the bombing and machine gun matches to be held here beginning October 8th. Targets for the gunnery were erected and concrete dug-outs built for the scorers. Targets for the bombing were built close to the mouth of the York river and provisions made to maroon a couple of officers on an island close to the target to take care of the scoring. The last mentioned job did not seem to be cherished by the officers selected for the detail.

Provisions were made by the Quartermaster to quarter all visiting pilots and bombers in the bachelor officers quarters at the lighter-than-air station on this field. Among the officers who arrived from Panama for the match are: Major Jones, Lts. Selzer, Boyd, Minter, Shankle, Carter and Watson. When these officers arrived they were given two Martin Bombers in which to go to the International Races. Major Jones and wife proceeded to Dayton by rail to attend the races.

In addition to the pilots arriving from Panama, others are expected the last of the week from Aberdeen, Kelly, and a pursuit formation from Selfridge to take part in the gunnery.

The officers who were allowed to attend the races from this field were afraid they would not get to go during the first part of the week, the prevailing bad weather making flying conditions impossible, but on Wednesday morning when all concerned awoke and found a clear sky sighs of relief were heard all over the field. The ships started leaving at daybreak, some leaving as late as noon.

2nd Bombardment Group

The personnel of the group were kept on their toes for the past week changing motors and giving the Martins all the attention and repair they needed so as to have them in perfect condition for the night cross-country to New York, to be made Oct. 10th, if the weather permits. The present plans for the trip are that the ships will take off from Langley at 8 o'clock on the night of the 10th, arriving at Mitchel about midnight. The ships will be serviced early Sunday morning and all Martins that reach Mitchel will proceed to Hartford, Conn., and then return to the home station the same night.

No little interest is being taken by both officers and enlisted men of the group in connection with the proposed flight. The present plans are for two officers and two enlisted men to be in each of the nine Martins.

CROSS COUNTRIES -

Capt. E.E.W. Duncan made a trip to Washington and return in a Martin; Lieut. Drumm made a trip to Middletown in a Martin for the purpose of bringing back supplies and land at his home station with 1500 pounds of freight aboard; Capt. W.H. Hale flew a Martin to Camp Vale, N.J., to have radio installed on the ship.

Seven Martin Bombers left for the races at Dayton, five of them carrying 600 pounds of smoke bombs each which will be dropped at the Army Relief Show at Dayton. The other two ships were taken by officers from Panama. The pilots of the Martins were Capt. W.H. Hale, Capt. E.E.W. Duncan, Capt. E.C. Blank, Lt. Williams and Lt. Davies. Officers who were also aboard the Martins as bombers were Lts. Lindenbarg, Finley, Rodgers, Brady and Atkinson.

Others who left for the races were Majors Lyon and McNarney, Capts. Quinn, Clinard, Easterbrook and Lieuts. Stoner, Finter, Ford, Case, Bertrandias, Cook, Puryear, and McDonald. Lt. Kaufman made a cross country to Bolling Field and return for the purpose of ferrying Lt. Zwiker to Washington.

ELEVENTH SQUADRON -

It seems that the 11th Squadron is always after records, especially when it changed six motors. Receiving the motors one day, the Squadron pulled the old ones, and installed the new ones, putting the ships back on line, ready for flying, the following day. Co-operation between the crew chiefs and men, created the synchronization that effected this work.

The 11th Squadron Athletic and Track Team are limbering up their muscles preparatory to the coming Field and Track Meet, to be held on this Field, October 8. The Track team expects to have new material which will be used effectively in gaining more laurels for the banner of the 11th Squadron.

The 11th Squadron furnished four planes for a cross country flight to Dayton, Ohio, taking a number of passengers to visit and watch the International Air Races held there. The Squadron furnished a Martin Bomber, NBS-1 type, for the Races, which is being piloted by Lieut. H.D. Smith. This is the only Martin Bomber representative of this Field.

Outside of being a passenger air line, the 11th Squadron carried freight to the extent of 1500 pounds, which was brought from Middletown, Pa., by Lieut. Drum, in one of the Squadron's bombers. This was made in about four hours flying, the plane stopping at Washington, D.C., for gasoline service.

The 11th led the other squadrons in the Group in flying time for September. Even though bad weather prevailed most of the month the 11th bombers put in 140 hours flying time, of which 59 hours were on cross country flying, covering 3023 miles.

TWENTIETH BOMBARDMENT SQUADRON

For the week ending Sept. 27th the Squadron was 100% efficient with all ships in commission and 58 hours flying time, making the fourth consecutive week the Squadron reported all ships in commission, which is certainly a boost for the mechanics upon whose integrity and ability the Squadron relies to keep the ships up to the standard of efficiency the organization has the reputation of doing.

Capt. Willis H. Hale, Squadron Commander, flew the ship of Major Pirie (the Group Commander), to Camp Vail for the purpose of having installed a Radio Broadcasting Set to be used in conjunction with the proposed night flight to New York.

Lieuts. Whiteley and Rogers returned from Selfridge Field, reporting 28 hours' flying time. They took part in the Aerial Circus at that Field.

Our Squadron Inspector, Lieut. Walker, rather surprised the Squadron by embarking for ports unknown upon the sea of matrimony. We all wish Lieut. and Mrs. Walker the best of luck.

FIFTIETH OBSERVATION SQUADRON.

Today finds the 50th Observation Squadron quite busy on the Lines. They will be well represented in Dayton this week. We have three DH4B planes there this date. Capt. Easterbrook, pilot, Major McNarney, observer, and Lt. Cook, pilot, Lt. Puryear, observer and Lt. McDonald, pilot, Cpl. Ward, observer, have gone to Dayton to attend the Races.

Lt. Sessions, pilot, Cpl. Thompson, observer, left Thursday for Aberdeen, Md., to take part in maneuvers there, consisting of Artillery Adjustments and Chemical Warfare.

This squadron is making preparations for fixed Gun maneuvers, to take the form of a gunnery competition. The teams are entered from the Air Service at large as far West as California and as far South as Panama.

The 50th Squadron now has on hand one JNS-1 equipped for Glider Tests. This will prove to be very interesting work, we think. Another new proposition has come to this squadron in the form of tow-targets. We had two new ships assigned to us equipped with releasing devices for these targets. These seem to have created a new interest among the personnel as this is something new to most of them.

Lieut. Burt, recently of this outfit, has been transferred to Headquarters Group at this field. Lieut. Foster is now on leave of absence.

Crissy Field, Presidio of San Francisco, Calif. Sept. 17.

During the past month Crissy Field has been actively engaged in cooperating with the Coast Defenses of San Francisco and with the Pacific Fleet during the maneuvers of the Fleet in this region. The following letter was received by the Commanding Officer, 316th Observation Squadron, Organized Reserves, from one of his new Observers:-

"Hon. Capt. A. Herold:-
Fly Headquarter Presedeo :

Dear Sir:

Please to forgive presumptuous on my part at offering comment on perticular trip in motor kites sept. 12 Friday which are known as defence day in Sticktogether States of America.

Splendid honor are donated me by u.s. Army in ride to Lewtenant Morgan on which we have been told to go to find Pacifick Fleet which are some place in ocean by same name.

Thought have run thru my mind which say "ocean are perticularly large body of water and fleet are more small so to look very little if in middle of ocean

Fog are very evedent in very many direction when make start toward west part. Motor sound very substantial while near gilded-gate but after bout twedy minutes more thoughts are in direction of what are going to happen if Histanup Squeeza motor are to become sudenly dumb.?? I speckalate to myself:- 150 horses if die sudden death become all suddenly one inert partical of metallic substance which

will float about so long as honorable streamlined brick I sink. After bout hour and fifteen minutes, while in which we think we sink Hon. Omaha and several small boat who are known as deystroyer, and who are gain name from perticular habit of destroying appetite of sailor who are fortunate to be on top side, we decide by Capt. Potta to go to land side of ocean. But when make to turn around compass seem to be affected by Merican prohibition problem and serculate in incertain manner like sailor on modern Barbary Cost and not can find direction to point. After few minute which seem plenty, while both Capt. Potta and hon, observer make funny signs like deaf and dumb school, pannik seem to come in my throat. I look for boat, hope to join Navy. No boat --- fond glance at pair of boot who cost 27\$ which are hard to get and more hard to get off. Take out knife to see if sharp to cut lace. Look over side of mucilage to see if water are still there -- oh yes plenty. Wonder if can able to swim with airkiteplane strapd around belly, sank you i dont sink so. Thought have run thru my mind then which I bet we are now in hell' of fix. All planes now sircle around in no direction and Hon. Morgan and little & Lewt. Eaton go one direction for minute. I say to me -- come on 21-21-eyes look for land for papa-- save new boot (27\$) Keep new uniform from being separate. I have on pant but ~~codt~~ with brass button are on shore.

Suddenly I are related to Hon. Columbus. I see land -- worth bout 10000\$ per acre. Point rays I sink. oh happy feeling -- Have never been in love but I sink know how how feel-- beautiful feeling which tickle. Final we arrive home dry. Sigh ascape from diafram. Please to excuse all unesessary talk -- what wanted to say when begin are this:- I have made invention out of my own mind which I wish to donate to u.s.a.A.S. free of cost for nothing. Invention are pair common water wings make fasten aroun body small tube are connect to fliers' mouth. When flier become lost at see and compass have go hay wire -- flier become nervous and are pleased to perspire. That wet water wing, and tube connect with mouth to water w. are pumping up w.w. due to heavy breathing which will undoubt be present.

Hoping you are the same,

Ineeda Moto."

Camp Nichols, Rizal, P.I. August 18.

Much excitement was evident in Headquarters this week - the first thing that happened was the appointment of our Sergeant Major as Technical Sergeant. This was welcome news to all of us - we have congratulated him and wished him well - on the side we have wished he'd give us a holiday or a party or something to suitably celebrate this event. So far it does not seem to be forthcoming. Our Cost Accounting Clerk, Corporal Davidson, received his warrant for Sergeant; he has been subject to the usual jokes on this, i.e., the sewing of his new stripes on his night-shirt etc., but he emphatically denies every charge. Private Cottrell, one of our Stenographers, was made a Corporal. It appears that almost everyone moved up a notch or two. Well, promotions come so seldom that it does make us all feel good to know there's a few more percentas on the old payroll for us.

Another week of sunshine was enjoyed in a very rainy season - all the pilots were anxious to do their flying while the flying was good. A party of MB3A's from Clark Field came down and gave us some thrills with their "cute little planes", as someone was heard to remark.

Letters have begun to arrive from some of the Headquarters Personnel who returned to the States on the last transport. It seems that they want to come back to these dreamy far away Isles. Those of us who have been unfortunate enough to be left behind, do not understand this. What's happened to the States since we were there - it suited us all right? Well, perhaps we shall see.

The 28th Bombardment Squadron reports the following operations for this week. On the 11th, Lieut. Dunton flew to Clark Field in a Martin Bomber. Lieut. McIver accompanied him for the purpose of ferrying to this station, a Martin Bomber which was in storage at Clark Field. Both returned same date. On the 14th, Lieut. Harper, in a DH, flew over Fort William McKinley, Camp Stotsenburg, Manila and Manila Bay for the purpose of reconnaissance. Due to the continued good weather for the past few days, the Squadron was enabled to speed up on the construction of the new Post Exchange and complete the foundation.

The 66th Service Squadron is still actively engaged in completing their new Hangar. The work on the test blocks is progressing very rapidly, Saturday closed with the two end walls and a good big part of the back wall poured and the forms on the end walls removed.

Notes from the 42nd Air Intelligence Section

During the past week the 42nd having tired of a steady diet of contraband gold fish, decided on a little shark steak.

So arming themselves to the teeth and with a number of unfortunate dogs labelled "bait" they set forth, each with a mental vision of shark's teeth, necklaces and shark fin soup.

A flanking plan of attack was decided on in which the element of surprise was to figure largely. (It did.)

After crawling to a position of advantage behind some bushes on the beach and taking a last hasty inspection to make sure the various armament worked, the word was given and the gallant "shark shockers" went over the top, in (or rather into) three separate waves.

The banca promptly foundered forcing the crew to walk ashore.

A most undignified retreat, as it were.

When asked about their luck one of the members was heard to say "Not much. We waded out as far as possible but as we saw no shark we decided to come back."

Private Endler says this typhoon weather comes in handy, when he runs out of gas on the road with the motorcycle, just hoist a sail and come tearing back.

Clark Field, Pampanga, P.I. August 23rd.

The Stotsenburg Golf Tournament is well under way, with a total of 30 entries, and much interest is being evidenced. The Air Service has been eliminated to one entry, Lt. Williams. However, the bets are on him as a winner.

Flying is being curtailed on account of shortage of enlisted personnel and the difficulty being encountered in securing repairs for the MB3As.

The Squadron is losing 43 men on the September beat. This loss will be a serious handicap until replacements arrive.

The Clark Field Soccer team has turned out fairly successful up to the present date, having won two games, drawn one and lost one. A game is scheduled to be played on the 26th of August between the Air Service and Battery E, 24th Field Artillery, the leading team in the League. It is hoped the game can be so scheduled as to give the men leaving on the next Transport an opportunity to play in a last athletic contest in the Philippine Islands.

Hqrs. Philippine Dept., Manila, P.I., August 12.

CAMP NICHOLS

During the past week the Inspector of the Philippine Department gave Camp Nichols a surprise party (not the kind one would expect, but a working party). Coming with his assistant early Thursday morning, he announced that they were on their annual inspection of the post. Frantic last minute searches of records began and with a last look at them we heartily concurred with that person who said "never put off until tomorrow what you can do today", it developed that some of us had "put off until tomorrow" and were caught in the act. However, Headquarters was fortunate this time, we were the last organization to be inspected and we did have a few hours grace anyway. Saturday morning a little excitement was had when fire drill was held - this completed the inspection. At present we are waiting for the inspector's reports to come in - we might add that the suspense is terrible - in lieu of the many demands "to reply by indorsement hereon" which we are liable to receive we have already doped out suitable replies.

We thought that instead of taking a vacation Old Sol had abandoned his duties entirely, but everyone was agreeably surprised last week with a few days sunshine. Much activity was noted among the pilots who had been grounded on account of the wet weather; everyone was trying "to get their hops in".

The Sixth Photo Section is rejoicing over a large shipment of supplies and working materials which they received on the transport "Meigs" a short time ago. They are busy fitting up the copying room with Cooper-Hewitt Lights and also the Mosaic board. The Section, which has just moved into their new Photo Hut, expects under the improved working conditions to turn out some excellent work.

In addition to their regular duties, the Section has a school period from 10:00 A.M., to 12:00 noon, daily, on photography conducted by Staff Sergeant McAlko, and in this way every member of the section is given instructions on the branch he works in as well as general instructions on all branches of the work.

Several crates of spare parts of the Douglas Cruisers used in the Round-The-World Flight were received off the "President Jackson" from the advance officer in Japan. If pontoons would fly - we would be fairly well equipped with sea going ships.

The sailing list of the transport "Thomas", which left the States a few days ago, shows we are due to receive some two hundred odd recruits. The question uppermost in everyone's mind at present is "what will we do with them?". So many casuals at one time does provide food for thought. As regulations require that we hold them in quarantine for three weeks, we only hope for their sakes that a wet spell doesn't set in - three weeks rain in a leaky tent would be an awful reception for those homesick and (sea-sick) fellows.

Owing to the continued wet weather little flying was carried on the past week. On Saturday Lieut. Carter made a cross-country flight to Clark Field in a DH, returning same date. On Friday and Saturday local flights were made for training purposes.

Notes from the 42nd Air Intelligence Section -

Private Endler, our draftsman, is figuring out (on his own hook) one plan for the drainage of the flying field and another whereby it could be used for a seaplane harbor. He says that if it keeps on raining much longer, he knows blamed well one plan or the other will be badly needed.

Private Sneed complains that it's necessary for him to carry a bar of wool soap at all times so that if it starts to rain he can quickly rub it on his O.D. shirt to keep it from becoming a vest instead of a shirt.

Most everyone seems to think that it is his special privilege to knock the Post Exchange. We wish to give 'em a boost for a change. As an example of their thoughtfulness and business astuteness they have inaugurated the ALL PURPOSE belt, said belt was designed primarily as a waist belt but can in a pinch be used for a hat strap, razor strap, a boot strap, chin strap, leggin strap, wrist watch strap, safety belt, necktie, muzzle for the dog, halter for the old gray mare, garters, suspenders, or for disciplining little Johnnie. Truly a boon to the business world and an indispensable article for household use.

KINDLEY FIELD

Lieut. and Mrs. F.D. Lynch sailed Saturday on the "Sui Sang" for a month in China, after which they will board the September transport for the home land. Lieut. Lynch was stationed here for the past two years and will be greatly missed by everybody. He was always on the job and had a pleasant smile for every one. He will be stationed at Chanute Field, Illinois, where he expects to pursue the festive electron during the next communications course and knowing his ability and persistence we are inclined to feel he will overtake it.

With the arrival of the next transport all organizations will be filled to full strength, inasmuch as 248 casuals arrive. This will be good news to us as we are approximately 30 men short. We lose some valuable non-coms and only hope that the replacements are as valuable.

All pilots are greatly enthused over the fact that Douglas Cruisers are to be shipped to this station, and are looking to some nice cross-country trips. It is also felt that something of military value can really be accomplished with this type of plane. Here's hoping they arrive soon.

The new officers are now settled and seem to enjoy the Rock, after realizing that it is not half as bad as it is sometimes painted. At least we are not located in a swamp and under water during heavy rains. We are also pleasantly free from mosquitos. This is believed to be the healthiest and most desirable station in the Philippines.

It is hoped that some of the new type Radio telephones will be available for the next Artillery Practice. With a reliable type of radio phone the Air Service could add laurels to its already wonderful record of co-operation with Artillery in the Islands. The telephone would surely be very valuable if it proves reliable enough to depend upon.

Lieut. Gullet has been transferred to Camp Nichols, and the Field thereby loses one of its most efficient officers.

France Field, Panama Canal Zone, Sept. 15.

The spirit and confidence with which the France Field Pistol Team departed from the Canal Zone for Camp Perry, Ohio, left the entire personnel of the Field in high hopes for a sure victory. The members selected to represent us successfully weathered the ordeal against a large field of local competitors, whose expert ability with a "45" together with the high scores attained gave the meet the appearance of a championship match.

The France Field Five made a victorious exit from the basket-ball season defeating Gatun 27 to 17. The superior team-work and speed of the France Field warriors held for them the lead during the entire game. After a season of strenuous play and training, the team finished in third place, winning 10 games and losing 3.

On Labor Day the Balboa Club held a one-day registered trap-shoot. The France Field participants were, Capt. William M. Randolph, Lieuts. Walter H. Reid, Roderick N. Ott and C.S. Johnson. Three prizes were given according to the Lewis System of Division. These were won by Capt. Randolph, 1st Prize, Class "A", Mr. Strauss, Class "B" and Lieut. Ott, Class "C". Capt. Randolph made 94 out of a possible 100 in class "A" winning two points on A.T.A. yearly record. Lieut. Ott in class "C" made 66 out of a possible 100. In order that all shooters would have an equal chance at the four other additional prizes, the following manner, which was very unique, was adopted in choosing the winners. Each shooter was given a number to correspond with his relative score of the day. These numbers were put in a hat and a child was selected to withdraw four of them. The owners of the winning numbers were each given a thermos bottle as a prize. Lieut. Reid, whose score was 72-100, receiving one. The optional shooting was not participated in by any other officer save Capt. Randolph. There were 10 shooters in the options which were divided, \$5.00 on each 20 birds, divided, 50%, 30% and 20%, Capt. Randolph winning a total of \$8.75, which was more than any other shooter of the day. On the doubles which were 25 pair divided in two events, Capt. Randolph broke 37-50, Lieut. Ott 26-50 Lieut. Reid, 23-50 and Lieut. Johnson 22-50.

There will be a one day registered shoot held at France Field on Oct. 5th and the program will be similar to that of Labor Day.

France Field, Panama Canal Zone, Sept. 22.

France Field to a casual observer, resembles, and in fact is, at present, one of the busiest points on the Isthmus. The dredging operations of pumping coral from Limon Bay, to be used as a bed for the Flying Field, has been carried on both night and day. The coral will furnish a foundation for the sand, which after filtering thru will form a solid bed and be ideal for taking off and landing. The work on the two new hangars for the 25th Bombardment Squadron is near completion and the Organization will take possession in the near future. These hangars sport a new feature in their novel connection. A distance of 18 feet separating the two hangars has been covered by a roof about twelve feet from the ground and this space is divided into rooms for numerous purposes. The advantage is the utilization of space which would otherwise have been left unused. It also aids in ventilation, allowing a circuit from one hangar to another.

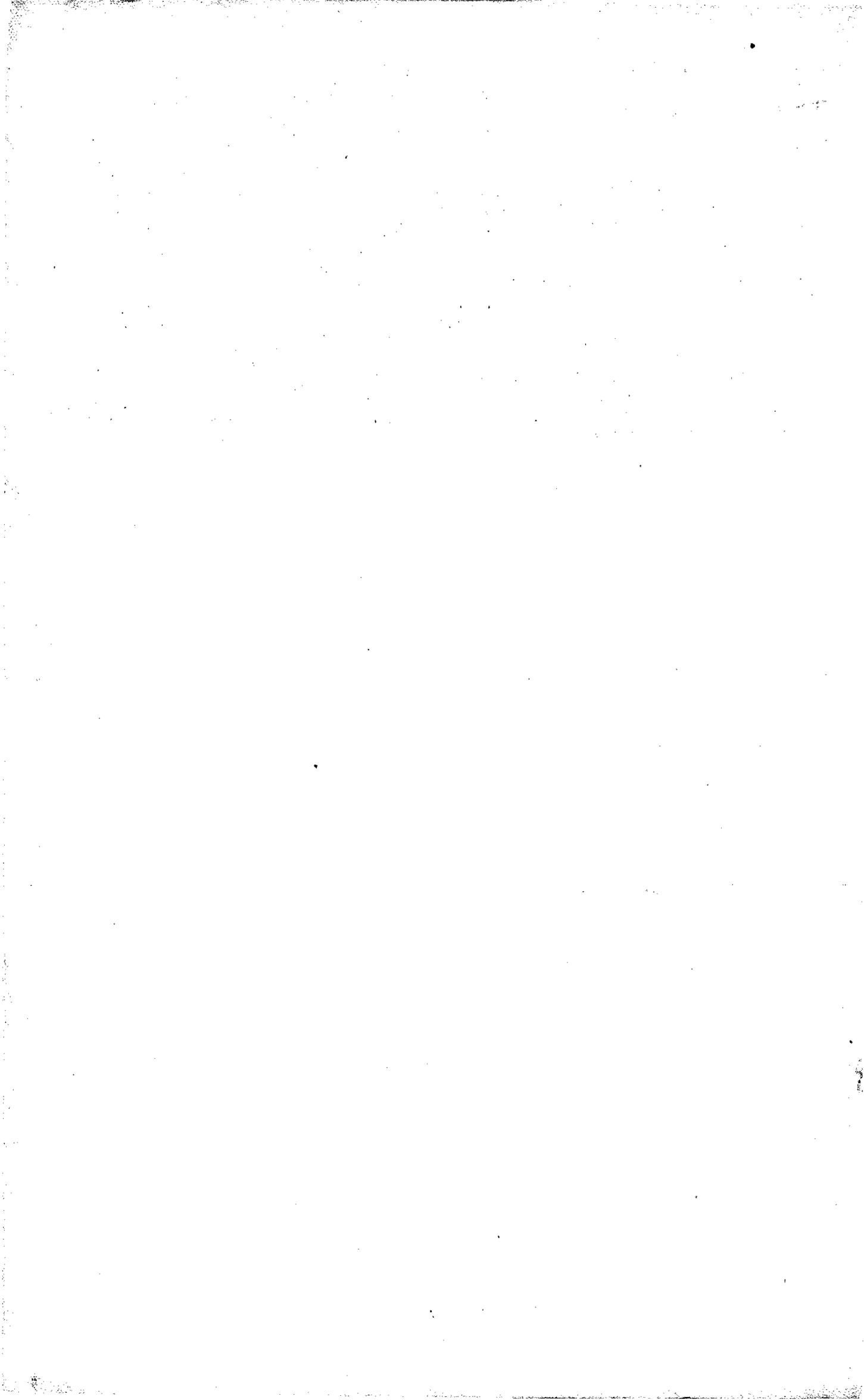
France Field entries in the bombing and gunnery competition to be held at Langley Field, left here on the transport Chateau Thierry on the 15th, inst. The team consisted of eleven officers as follows: GUNNERY - Major Junius W. Jones, Lieuts Warren R. Carter, James T. Curry, Jr., Charles W. Sullivan, Roderick N. Ott, Arthur G. Watson and Hugh C. Minter. BOMBING - Lieuts. Clarence E. Shankle, William L. Boyd, Francis P. Booker and Edgar T. Selzer. Lieut. and Mrs. Ulysses G. Jones and family departed for change of station, going to Bolling Field. Lieut. and Mrs. Kellogg Sloan, Captain Charles E. Rust and Lieut. Amberg also were passengers on the same boat together with members of the families of the gunnery and bombing team and so in all, we feel very much depleted in personnel. We have high hopes for the results of the competitions and, since these are based upon the personal attitude, the hearty efforts and the excellent showing made in practice, we feel that we may expect a goodly share of the honors to fall to the France Field contingent.

Lieut. Frank P. Albrook who left France Field, May 12th, after three and one-half years of untiring effort as Engineering Officer, and whose accomplishments while here deserves the highest commendation, was the victim of a serious accident at Chamute Field, Illinois, which resulted in his death, within three months after his arrival. Word of his death was received here by Cablegram and the personnel of the Field were grieved to learn that such a dear friend was lost to them forever.

The loss to the Service, by Lieut. Albrook's death, is to be regretted. He has the distinction of having flown more hours than any other Officer while at France Field, with a record of 766 hours and 40 minutes. The memory of the rugged ever-smiling countenance of Lieut. Albrook will remain forever with his numerous friends and acquaintances whose bereavement is deeply felt.

The departure of General Sturgis on the S.S. Cristobal, September 19th, was an occasion for a flight of 6 MB3A's, 11 DH4B's and 5 NBS1's (Martin Bombers). The planes took off from France Field at 3:00 P.M. in the following order: Two formations of 3 MB3A's, two formations of 5 DH4B's, one formation of 5 NBS1's and one DH4B, equipped with radio which transmitted to General Sturgis a message of farewell and the well wishes of the Command for a pleasant journey. Each formation flew along the starboard side of the steamer, from stern to bow, making three laps each and returning to France Field, with the exception of the formation of Bombers which accompanied the vessel a short distance out to sea. All Squadrons on the Field participated in this complimentary flight.

Our Education and Recreation Department is successfully accomplishing the huge task of keeping the boys entertained. It's monthly dance and vaudeville show, by local talent, was the best that has ever been presented on the Isthmus. It was highly entertaining and the sketch on recruiting carried the honor of being the best number on the program.



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

FOR RELEASE November 4, 1924

THE LUKE FIELD POST EXCHANGE
 By Lieut. O.L. Stephens, Air Service

Ed. Note: The phenomenal success of the Luke Field Post Exchange prompted us to write to the Commanding Officer of Luke Field, H.T., for a story on the operation of same, believing that it would be of general interest, particularly to post exchange officers at various other Air Service fields and stations. In this article Lieut. Stephens has endeavored to give a general idea of the Luke Field Post Exchange, statistics covering the administration of the present Exchange Officer, and a few points which have been learned in his 22 months' experience while on this duty. Due to the fact that this article is quite lengthy, it is necessary to divide it into two installments. The second installment will appear in our next issue.

In the first place the Post Exchange at Luke Field is operated under conditions different from any other Post Exchange in the Army.

Luke Field is situated on Ford Island, a little island of about 500 acres, which is used jointly by the Army and Navy Air Services. The Navy has one side, the Army the other, and a joint flying field is in the center. Ford Island is located in Pearl Harbor, about 10 miles from Honolulu. To get to Honolulu from Luke Field one must take a boat to the mainland dock, which is at the Navy Coal Dock and about 15 minutes from the dock on Luke Field, and then either drive by automobile or go by train to Honolulu.

At Ford Island there is just one place to obtain the supplies needed by the officers and men, namely, the Post Exchange and its concessions, there being no Commissary on the Post.

A large number of our men seldom go to Honolulu, and necessarily depend on the Post Exchange to supply all their wants. Many men prefer to stay at Luke Field and enjoy the excellent swimming, which is only a few steps from their barracks, or many of the other outdoor sports, for there is practically no time in the year when outdoor sports cannot be engaged in.

The present Exchange Officer took over the Exchange in October, 1922. On the following day, Sgt. Joseph Costello, known by many throughout the Air Service, was assigned to duty as Steward. At this point it might be well to say that the Exchange Officer considers an efficient and dependable steward one of the first and most important assets in running a good Post Exchange. This Post is particularly fortunate in that respect and also in good help throughout the Exchange, thanks to the Squadron and Detachment Commanders. The help is an important factor in operating an Exchange and without good, dependable, hard-working help an Exchange will not be successful.

Under these conditions, it can readily be seen that conditions here are all in favor of the Post Exchange activities and, consequently, a larger business is done than would otherwise be the case were we located nearer Honolulu and were there better connections with the city. To give an idea of the scope of the Luke Field Post Exchange, it might be divided as follows:

I. The Post Exchange Proper.

1. The main store.

This is the place for the procurement of all merchandise and general supplies.

2. The barber shop

The barber shop was purchased from the Concessionaire by the Exchange in June, 1923.

II. The Post Exchange Concessions.

1. The Post Exchange Canteen

2. The Post Exchange Restaurant

3. The Post Exchange Tailor

4. The Post Exchange Civilian Clothes Shop

All of the above concessions are run on a percentage basis and the Post Exchange receives 10% of the gross receipts. All accounts are audited by the Exchange Officer each month and the revenue determined from this audit. In fact, the monthly statements are made out by the Exchange Office for the Concessionaires

III. Commissary or Delivery Department.

1. Bread delivery - three times weekly.
2. Ice delivery - three times weekly.
3. Milk delivery - Daily.
4. Eggs and cream delivery - from Kemoo Farm, Schofield Barracks, twice weekly.
5. Delivery of all products to families on the Post from the Sales Commissary, Honolulu, three times weekly. (This delivery was taken over by the Post Quartermaster in May, 1924).
6. Delivery of all products to families on the Post from Honolulu markets - three times weekly. (This was also taken over by the Post Quartermaster in May, 1924).
7. Delivery of groceries and other merchandise from the Exchange store - daily.

It must be remembered that we are on an Island and all our supplies must be brought in either one of two ways, viz: 1. By truck from Honolulu to the Navy Coal Dock, Pearl Harbor, where truck is driven on a barge, which is picked up by a tug and towed to Luke Field where the truck is driven off the barge and supplies are delivered; 2. By tug direct from Honolulu Harbor. Since both the tug and the barge are of limited size, it is often quite difficult to get supplies in quantity, there being no commissary at Luke Field. Even ice and bread are brought from Honolulu.

These items could be obtained from Fort Kamehameha, about $1\frac{1}{2}$ miles from our Boat Dock at Pearl Harbor, but since they are for sale to families living on the Post, the quantity obtainable in the local markets is desirable.

The Post Exchange Store endeavors to supply all the needs of the officers and men, but there are many items that cannot be carried in stock on account of the limited size of the store. The stock inventory each month is approximately \$10,000, which is quite a large stock for an Exchange on a Post of this size. In addition to regular articles carried by an Exchange, such as tobacco, candy, and toilet articles of all kinds, we have on hand a complete stock of officers and enlisted men's ornaments and insignia, wings, sabre chains, and a small stock of souvenirs and other jewelry, including watches, rings, cuff buttons, tuxedo sets, etc. There is also a complete line of civilian shirts, soft collars and civilian low cut shoes.

In shoes; a regulation army shoe, an officer's dress shoe, one style of civilian high shoe and about eight different styles of low-cut shoes, including full dress patent leather, are carried in stock. In civilian shirts, two lines, which have been found by experience to give excellent service and in which the men get an excellent value for their money, are carried in stock. For over two years, a certain shirt, manufactured by a Los Angeles firm, has been stocked. This shirt was adopted as a standard after a careful survey of the market here had been made.

It has been found that the Exchange can sell shirts about 50% cheaper than the identical shirt is sold for in Honolulu. This is made possible by the fact that this merchandise is bought direct and that usually a discount for cash is allowed.

On shoes all orders are import orders as far as possible. For an import order it is necessary to place it at least three months ahead, since all shoes on import order are made up after receipt of the order at the factory and shipped by freight from the East, requiring about 3 months to get them over here. Another advantage lies in the fact that the cartons all come marked "made for the Luke Field Post Exchange". This is a good point in interesting the men in the Exchange, and in the business has its advantage as an advertising feature. At present import orders for 40 dozen shoes are outstanding, and these should reach here about the latter part of September. The chief advantage of the import order is that from \$1 to \$1.50 per pair can be saved, and on 40 dozen pairs this saving is considerable. The officer's shoe which is carried in stock can be purchased in Honolulu for \$9.00 per pair. The Exchange sells this shoe for \$6.00. On all shoes, the saving is in about the same proportion.

Two or three numbers are always carried that can be filled from stock in Honolulu, so that a good assortment of sizes may be had at all times. Import orders are placed through Honolulu wholesale houses as the policy is to do as much business as possible with the local firms.

The store carries a good line of suit cases and a locker trunk, as it has been found that men returning to the States for discharge wish to buy a suitcase or hand-bag and a locker trunk, if possible, before going back. On this item an excellent value is to be had, as is shown by the fact that many men from the Naval Air Station come to the exchange here to purchase suitcases. It would be safe to say that the saving over the local retail price on this line is approximately 25%.

Another section is utilized as a grocery department, where a complete line of canned and package goods are obtainable. This is more or less of an accommodation department, since the prices we must charge are necessarily much higher than the commissary prices and competition is impossible. Because of this, only the best lines are carried. This department just about pays expenses, so there is practically no revenue to be derived from this department.

On many items a discount of 2% is given for cash in ten days. We always take advantage of this, since our bank balance is always around \$7,000. after payment of monthly bills. On tobacco alone a saving of \$50 or \$60 per month is made for paying for merchandise within the 10-day period and taking the 2%.

During the first year an arrangement was made with a candy company of Portland, Oregon, for candy bars, box and jar candy. Two shipments monthly are received, one to arrive just before pay-day and the other just before canteen check day, which is the 10th day of the month. By this arrangement an excellent candy bar, which is always fresh, is obtained, and a discount of 15% with an additional 1% for cash 10 days after receipt of goods, off Honolulu prices is received. This gives us a saving of \$30. to \$40. per month on candy alone. Of course, it is necessary to buy a large quantity of candy on the local market, as it is not desirable to try to anticipate the entire need.

A great quantity of other merchandise is obtained from the States. Quantities of general merchandise come from San Francisco and Los Angeles - socks, ornaments, insignia, goggles and other military equipment from New York; helmets from Lake Charles, La.; shoes from Massachusetts, through a local wholesale house; coupon books from Birmingham, Ala.

In stocking new items it has been the policy to carry only very limited quantities, probably a dozen of any one item, and this usually with the privilege of returning if not sold. Following out this policy during the past 22 months, many new items have been added and out of these items only one has been dead stock, same being a few pernants that were made up and consequently could not be returned.

Experience here has shown that there is no place in our store for cheap or shabby merchandise. The demand is for good quality and the majority are willing to pay the money for this quality. For example, the best-selling shirt is an imported English broadcloth, which is sold for \$4.00. This is usually ordered in gross quantities in the neckband and collar attached shirt. On the local retail market a similar shirt sells for \$6.00 or \$7.00. A shirt with color is rarely sold and very few are in stock. Of late a few of the plain, solid colors have sold quite well.

To be concluded in next issue.

THE RESERVE OFFICERS TRAINING CAMP AT POST FIELD, OKLA.

By 2d Lieut. H.H. Steely, A.S., ORC.

"This year's training camp for the Air Service Reserve Officers at Post Field Okla., was a distinct credit to the Army and probably one of the best in the country."

This is the consensus of opinion of the 33 reserve flyers who attended the course. The sky was the limit and almost all availed themselves of plenty of flying time. There were 332 hours and 45 minutes chalked up to the credit of the reserve officers alone. In addition, there were approximately 200 hours gained by the Regular Army instructors during the two weeks' course.

Training commenced August 17th and ended, officially, August 31st. In that time almost thirty cross-country flights were made by the flyers, including hops to Dallas, Kelly Field, Tulsa, Oklahoma City, Holdenville, Clinton, Bartlesville, McAlester and a number of other Oklahoma towns and cities.

Nearly all the officers, with the exception of the five observers in the group and those who failed to pass their physical examinations, were soloed, and of these about five gained the rank of "Instructor". There were no serious accidents. One officer cracked up as he landed from a cross-country flight to Dallas, another taxied into a ship on the line and another suffered a broken tooth and split chin, involuntarily biting an oblique camera while on a mission in the air.

"The course was the most instructive, intensive and best held since the war at this field", was the characterization given the camp by the officers. In addition to their official duties, there was plenty of "night flying", mostly dual, at the Popular Medicine Park resort. Most of the time was gained at this particular sector of the camp.

It was the first camp in which the reserve officers were allowed to solo at

this field. For the last three years they have been given only hops in DH's, because "Jennies" were not available before.

There were eight ships with which the flyers hopped about. Some even had nerve enough to jazz the reserve officers camp nearby by blowing dust in the tent. But only those who had not lost their youthful inspirations dared the feats.

In the two weeks a large number of Infantry, Cavalry, Artillery, Medical, Finance and Ordnance reserve officers from the adjoining camp were given hops. These flights chalked up considerable time.

Some outside of the ranks inquired as to the treatment accorded the reserve officers. It was gratifying to learn that not a single complaint was made, though the mess was hard to take some days and the mosquitos difficult to keep down at night. Quarters were in good shape and everything possible was made easy for the officers.

A good cry of approval has already started to wing its way over the State for the regular officers who conducted the course. There is Maj. Thomas G. Lanphier, the commanding officer, considered one of the best KOs the officers ever had. There is Capt. Charles B. Oldfield, senior instructor, one who probably had a great deal to do with the success of the camp. He is more popularly known as "Barney" and will always be remembered as such. Then comes Capt. Richard Ballard, otherwise known as "Dick", another good sport throughout. Lieut. Donald Stitt, Photographic Officer, was not so much in on the "night flying", but he will be remembered for his energetic and untiring efforts toward making the photographic missions a complete success. There is Lieut. Thomas Gilbert, radio officer. The reserve officers did not get an opportunity to learn much about him, but when he was scheduled for school, he was there like all the rest, ready for some more sleep. Next comes Lieut. John F. McBlain, the newlywed. He saw to it that his pilots flew, but his biggest concern probably was in his new found wife. But "Johnnie", an old-timer at Post Field, was another of the darn good sports. Lt. George S. Pearcey, just up from Kelly, was always there when it came to flying a DH or strutting out for the night flights. A hard-boiled cookie, but oh, how they liked him! Last, but not least, comes Sergeant Fredericks, an excellent pilot and a very energetic instructor. Too much credit cannot be given him for his methods.

From among the group there was only one of the reserve pilots with an Airplane Pilot rating. Nearly all the others were wartime flyers, a few of which had distinguished themselves overseas.

In addition to the flying in the mornings, there were long hours of class work, trap shooting and pistol shooting. There would have been a parachute demonstration, but none of the reserve officers were inclined to trust the sheet of linen or chances of the rip cord.

But most of all, the officers will remember the flying instruction. The class work probably slipped in one ear and went out the other. "We're here to fly so what's the use of the rest?" That's the way they took it.

"Two weeks seem hardly enough. Why not make the camps a month in length?" the officers have asked. "The Army would gain more and would keep its flyers in much better shape. And why not change the dates of the camps in Oklahoma," they ask further, "August is a poor month for flying. The air is bumpy and it's too hot for comfort." Such matters are being considered for petition to the Chief.

Two nights before the camp was at an end, a dinner was given at Medicine Park. All the officers attended. What was most surprising, however, was the eloquence and smoothness with which Major Lanphier and Captain Oldfield spread the need for more airplanes. Of course, the officers know that, but it all was good to hear, just because it was something about flying. Soda pop wasn't served either.

Next to night flying, more interest was shown in the citations each morning. As sure as there was anything going on in the way of live missions over the Medicine Park sectors at night, there were the reports the following mornings. Almost all had something against them before the course was over.

One deep regret the officers carried to their homes was the fact that "Jennies" were all that they were allowed to fly. There were not enough DHs on the field for instructional purposes, and that because the Air Service is not adequately equipped. The reserve officers left the camp entirely resentful toward the action of Congress in not providing the flying corps with more ships. "We are flyers and we want to fly the best ships made, as reserve pilots of other nations are able to do", was the cry of the group.

The officers who attended were: Captains H.L. Pinkley, D.P. Wardwell, M.H. Kotzebue, B.S. Graham, F.D. McSherry, Claude Gilchrist; First Lieuts. A.R. Reeves

w.E. Breakley, E.D. Stone, A.C. Gilbert, L.W. Kibler, J.L. Gartner, R.R. Fwerz, C.T. Johnson, H.R. Gilchrist, Joe L. Neyer, W.H. Leininger, Jack Cummings; Second Lieuts. H.H. Steely, M.F. Braum, J.W. Tyree, A.A. Kelly, H.P. Rue, A.K. Nims, B.E. Koonce, O.I. Clouse, E.R. Norris, R.V. Sheldon, R.W. Hoover, F.E. Caldwell, J.R. Redd, F.H. Junk.

Of these officers Captains Pinkley, Wardwell, Graham, McSherry and Lieut. Leininger formerly served overseas in the war with combat squadrons. Capt. Wardwell has one "Hun" to his credit, and was the first to solo. Lieut. Kelly was the only Airplane Pilot of the group.

ACTIVITIES OF THE FIFTH COMPOSITE GROUP

By 1st Lt. Henry W. Kunkel, A.S.

The Fifth Composite Group, Air Service, stationed at Luke Field, H.T., follows out each month a monthly Group Training Program governing the air training of the combat squadrons and the ground training of the Combat, Supply, Administrative and technical troops. These monthly programs must be adhered to, and no alterations, unless absolute necessity arises, are permitted. All jazz flying and miscellaneous flights made merely for pay hops and to pile up time was taboed by the Commanding Officer of this Department by the following excerpt of a letter:

"No airplane will take the air unless ordered by competent authority on specific training missions in addition to flying. These orders will be written in every case except emergency cases which will be followed by written confirmatory orders. Flights to test planes, motors, armament or radio will be recorded as test flights on Squadron reports and no orders need be written to cover them."

At the beginning of the training program in November last, the entire planes and personnel of the Bombardment Squadrons were placed at the disposal of a joint Coast Artillery and Air Service Board appointed to investigate the comparative accuracies of bombing and long range firing. At this time the Bombardment Squadrons were inadequately equipped with bomb sights, etc. A total of 350 bombs were dropped, resulting in an admirable record for the Air Service. The needs of the Board, construction of targets and lack of sufficient personnel made it necessary to postpone the beginning of the program until March 1st.

During the months of April, May, June and July, the Group, in addition to the training program, furnished two Martin Bombers for tow-target practice with the Anti-Aircraft Batteries, flying a total of 196 hours, 73 of which being night maneuvers. These planes were a total loss to the Group for training maneuvers, as they were subject to the call of the Anti-Aircraft Regiment. The planes were required to be flown over a prescribed course, with a given altitude and speed. The night flying planes were equipped with a permanent signal light to assist the Anti-Aircraft in spotting the ship. Many long and drawn out missions were experienced by the pilots who were assigned to these details, especially at night, as some of the missions were of over 4 hours' duration due to the clouds and rains, so prevalent over this Island, hiding the plane and target from the rays of the searchlight.

In order that our past experience in this work might be of some benefit to other Air Service organizations who may be called upon to perform similar work for the Anti-Aircraft, a few of the most important points will be explained. It was found that a red target 5 x 10 with a heavy wire throat was the most desirable for day missions and a white target of same dimensions for night. A 3/32, 7 x 7 flexible cable, 3000 feet long, was used for a tow line. A large reel geared 2 to 1 was placed in the rear cockpit of the Martin Bomber, fastened to the floor with U bolts. The cable extended down over a ball bearing roller in the gun yoke. The trigger release was placed at the end of the cable, the same as used for aerial gunnery tow targets, and released by allowing an iron washer to slide down cable striking release finger, in this manner the cable could rewind on reel.

The target was attached to cable just before the take off approximately 10 ft. in rear of tail of ship. When the desired altitude is gained the target and cable are unwound. It is well to note that when flying from four to six thousand feet altitude it is well to be at least 1,000 feet above the altitude desired for the target to allow for the decrease of the altitude caused by the drag of the target. Missions were flown at various altitudes ranging from 3,000 to 11,000 feet, using 3,000 feet of tow cable.

Visual signal panels were used in day time to inform the pilots when they were off the course, and searchlight signals for night flying maneuvers. Radio communication direct from the field proved the most satisfactory method. A telephone trunk line direct from the battery to Luke Field was installed, and records show that the longest lapse of time in relaying messages to the planes was not more than two minutes.

Several ambiguous and exaggerated statements were made before various civic clubs in Honolulu by members of the Anti-Aircraft Regiment following these maneuvers to the effect that "The target was shot off with monotonous regularity". "Seven hits per gun per minute". There is, however, sufficient evidence which can be obtained from pilots and observers who flew these missions to substantiate the fact that 75% of the theoretical hits claimed were outside of the danger zone. The fact remains that, counting the five targets which were actually shot off and discounting the 75% claimed, the Anti-Aircraft made a record it can look upon with pride. The following is an excerpt from a letter from the Department Commander regarding these exercises:

"Too much praise cannot be given to the Air Service personnel at Luke Field for their hearty cooperation in this work. They supplied all the tow lines, as none could be obtained from the Ordnance Department, using their own aileron cable, they manufactured their sleeves and everything connected therewith and flew whenever we requested, for instructions, training and tests. This in addition to the bombing tests which were being carried out at the same time."

Since the beginning of the training program, a total of 1862 bombs were dropped, 300 shots over the Camera Obscura and 51,074 rounds of ammunition fired. During the month of August each officer on flying status in the Group was required to fire 200 rounds for record at a regulation machine gun target from a plane using either fixed or flexible guns within or less than 15 dives or approaches at the target. Some very high and astonishing scores were recorded. Each squadron maintains records of the pilots and it is easy to follow the advances in accuracy made by them and at the same time make comparisons between individual flights and Squadron combat efficiency.

FLYING DATA OF FIFTH COMPOSITE GROUP FOR PERIOD JULY 1 TO JULY 31, 1924

	6th Sqd.	19th Sqd.	72nd Sqd.	23rd Sqd.	65th Sqd.	Total Group
Total hours flying	164:41	140:00	151:39	81:30	45:14	503:04
" " Inter Island	23:50	11:40	39:48	24:50	5:45	105:53
" " Night flying	None	None	6:27	3:45		10:12
Highest ind. score						
Dive bombing	100%	100%	None	None		100%
" altitude bombing	None	None	80%	68%		74%
" camera obscura	None	None	50%	64%		57%
Sqd. average dive bombing	82.61%	69%	None	None		75.80%
" " altitude bombing	None	None	55.4%	52%		53.70%
" " camera obscura	None	None	33.6%	39%		36.30%
Total No. bombs dropped	153	24	78	35		290
" " shots on camera obs.	None	None	29	24		53
Highest Ind. score						
Aerial Gunnery	37.8%	82.46%	1%	None		40.42%

DEATH OF LIEUT. FRANK P. ALBROOK, AIR SERVICE

The following General Order was issued by the Fairfield Air Intermediate Depot following the death of Lieut. Frank P. Albrock at Walter Reed General Hospital on September 17th last:

Lieutenant Albrock entered the Army at the beginning of the World War as a temporary officer in the Air Service, and served with great distinction as a temporary officer and then as a Regular Officer to the day of his death, which was caused by the crashing of an airplane which he was piloting at Chanute Field, Rantoul, Illinois, on August 12, 1924.

Lieutenant Albrock was a man of sterling character and marked ability. At every station which he served he was picked for very difficult assignments, all of which duties he executed with great ability. He was the Engineer Officer who had charge of the storage of ten thousand Liberty engines at Little Rock, Arkansas, in 1919. He acted as Chief Engineer Officer of all Air Service Troops in the Panama Canal Zone in 1920 and 1921. At the time of his death he was the Chief Inspector at the Fairfield Air Intermediate Depot, and as such was responsible for the condition of all Air Service equipment which left that Depot. Lieut. Albrock accepted every situation with a smile and always gave to his superior officers every ounce of loyalty and aid of which he was capable.

During the short time he was at this station, he endeared himself to the

hearts of all his brother officers, and the news of his death has left a shock which will be hard to overcome.

The deepest sympathy of the officers of this Station is extended to his mother and father.

MITCHEL FIELD HAPPENINGS

Much of interest to aviation has occurred at Mitchel Field during the late summer and early fall. In addition to the intensive training carried on during August, several successful experiments were held in broadcasting from an airplane. This test attracted widespread attention and resulted in over one thousand letters of congratulation being received at the field. In the majority of the tests the signals from the plane were picked up by a relay station of WJZ located on the Mall in Central Park and rebroadcasted from the WJZ studio as part of their program. Major Lester D. Gardner accorded Mitchel Field substantial assistance in these experiments. Major Gardner, in addition to being an aviation authority, is a radio enthusiast. The SCR 134 set, developed by the Signal Corps at Camp Vail, functioned very satisfactorily.

Airplane radio broadcasting served a practical purpose when it was used to urge the public to attend the Defense Day celebration at Mitchel Field, which had been designated as the meeting place for all Nassau County. The broadcasting, which was direct from the plane in this case, was practically the only publicity used and in response thereto about 25,000 persons visited the Field during the day and evening. A series of night flights was a feature of the program.

To demonstrate the ease with which a plane can remain aloft at night, Lieut. James T. Hutchinson, accompanied by Master Sergeant C.L. Kilheffer, took off from Mitchel Field in a DH at ten o'clock one moonlight night and continuously circled New York City until well after daylight.

The entire garrison at Mitchel Field was entertained at Steeplechase Park, Coney Island, one of the largest amusement parks in the world, as the guests of the management. So well did the men conduct themselves that Mr. Edward F. Tilyou, the owner, announced that hereafter there will be an annual Mitchel Field Day at Steeplechase Park. This holiday is much appreciated, as it comes during the height of the training season when the men are most in need of recreation. It is a tribute to the personnel of the Army Air Service that a great amusement park should be thrown open to them without a restriction of any kind.

Among the many distinguished visitors to welcome the Round-the-World flyers at Mitchel Field was H.R.H., The Prince of Wales. Had the original plan been followed of arriving at Mitchel Field on Sunday, there would have probably been one hundred thousand welcoming citizens. About ten thousand journeyed to the Field on Monday and gave the Flyers a welcome which in spontaneous enthusiasm will probably never be equalled. Senator James W. Wadsworth delivered a stirring address of welcome, and in the evening the Flyers were entertained at a reception and dance at the officers' club.

Eight Martin Bombers from Langley Field, commanded by Major John H. Pirie, arrived at Mitchel Field on the night of October 10th after having demonstrated the facility with which a base can be changed over night, and a new objective proceeded against the following morning. This maneuver was similar to the one executed last year when the objective was Bangor, Maine, with the exception that this year the first leg of the flight was made in darkness. A strong headwind was encountered. The planes, by aid of their own parachute flares, landed without difficulty. The following morning, after circling New York City for an hour, the Bombers went on to Hartford, returning to Mitchel Field in the afternoon and leaving for Langley Field the following morning. A ninth Bomber, piloted by Captain E.W. Duncan, was forced down for minor repairs at Lakehurst on the trip up from Langley Field and joined the main flight the following morning at Mitchel Field. Captain H.W. McClelland, Signal Officer at Mitchel Field, operated a receiving and transmitting set from Major Pirie's plane, which was forced down at Cape May for a few minutes, and gave the radio fans along the Atlantic Coast considerable excitement. His calls for weather reports from Lakehurst, Camp Vail and Mitchel Field were interpreted to mean that he was lost, with the result that Mitchel Field was deluged with telephone calls volunteering assistance. It demonstrated a keen interest and a real spirit of cooperation on the part of the public, as many of the calls came from distant points.

It seems that everything of interest in aviation comes sooner or later to Mitchel Field. Even the ZR-3 put in an appearance when it cut across a corner of

the flying field on its trip from Friedrichshafen to Lakehurst. One plane which Mitchel Field anxiously awaits is the Barling Wember, particularly when the next Air Demonstration is to be staged.

IMPRESSIONS OF THE INTERNATIONAL AIR RACES By Walter M. Moore

The International Air Races, which were held at Wilbur Wright Field on October 2nd, 3rd and 4th, constitute a notable landmark in aviation history. A tragic event occurred during the last race - the sudden death of Captain Burt E. Skeel. The untimely death of this gallant aviator, so well liked by all his comrades, cast a dark shadow over the Races which otherwise were most successful.

For several weeks previous to the Races, Wilbur Wright Field and its environs were the scene of unusual activities, for in addition to the regular work of the Repair Depot and Supply Depot, the extra work made necessary by putting the final touches on the racing planes taxed the facilities of the Shops and Depot to the utmost. Officers and civilians alike thought nothing of working far into the night and the splendid spirit of cooperation was what put the races across.

There are so few bachelor officers at Wilbur Wright Field that no Officers' Club Mess is maintained under ordinary circumstances. Due to the fact that so many visiting officers and their friends were expected during the Races, it was necessary to secure mess supplies, dishes, linen, and an organization to take care of feeding officer guests, and a mess was started under the direction of Lieut. W.S. Hamlin on September 15th to take care of all guests as they arrived. The Officers' Club building was converted into a dining hall and was appropriately decorated. Cooks and waitresses were procured, an orchestra was obtained and food and service, which were on a par with the best that could be secured at any hotel, were furnished during the entire period of the Races.

Many social events took place during the Races. Foremost among them was the reception and dance at Wilbur Wright Field on Thursday evening, October 2nd. It was held at the Post Gymnasium, which had been changed into a gorgeous ballroom. It was thus described by the Dayton Journal:

"Long lines of flaunting colors which bordered the room represented every nation in the world, conveying the international appeal and importance of aviation. At the farther end of the ballroom was the American crest, and in the center was erected in huge form the emblem of the major general of the United States Army.

"Flags of various nations were placed at intervals about the huge room to form stalls, one being allotted to each government flying field in the United States and its possessions, which sent delegations to the international classic.

"In direct contrast to the color scheme were placed large paintings at either end of the ballroom. Both of the works of art were executed at Wright Field and depicted a group of Curtiss pursuit planes in battle formation and the other, the epoch-making flight of Lieut. Maughan across the continent. To enhance these elaborate decorations profusion of fern and other greenery were used about the boxes and autumn flowers were banked on all tables.

"Despite the fact that America is a republic, the scene rivaled closely the brilliance of European court functions. Distinguished army officers, marines and representatives of foreign countries mingled with the handsomely gowned women upon the dance floor, producing a scene that will be unequalled for many years to come.

"For more than 10 days, decorators have been at work on the swimming pool at the gymnasium which was skilfully transferred into a sunken garden. Here, later in the evening, dinner was served at rustic tables which were set in flower-bordered paths and lighted subtly by the glow of dimly shaded lights."

Major George H. Brett was chairman of the committee. He was assisted by Captain F.F. Christine, who directed the decoration of the gymnasium and who had charge of the general arrangements, and by Captain H.R. Harmon, of McCook Field, in charge of refreshments. The dance was attended by about 500 persons in the military service; and it was undoubtedly one of the most enjoyable reunions of Air Service officers that has ever occurred.

Many of the pilots who participated in the Races were prevented by weather conditions from reaching Wilbur Wright Field as soon as they intended to do so. This was particularly true of those who came from Bolling Field and Langley Field. They were held up for several days by storms of unprecedented severity. However, everyone finally appeared on the scene in ample time, and every racing plane was tuned up and tested to the satisfaction of the pilots and the mechanics.

The International Races were not as strictly international as had been hoped

for. The pilots from France, Italy and other countries who were invited to participate decided, for various reasons, not to make the attempt. No contestants from any country outside of the United States were entered.

The Races were sponsored by an organization known as the International Air Races, Incorporated. The President is Frederick B. Patterson, who is also President of the National Aeronautic Association and who is a nationally known figure for the reason that he is president of the National Cash Register Company of Dayton. This company employs about 9,700 persons and occupies one of the most complete and well arranged manufacturing establishments in the world. The General Manager of the Air Race Organization is Charles H. Paul, an engineer of broad experience. Some twenty committees were appointed by Mr. Paul and Mr. Patterson to handle the details in connection with the Races; these committees were composed of business men of Dayton and vicinity and officers of Wilbur Wright and McCook Fields.

Insofar as the Army was concerned, Major A.W. Robins, Commanding Officer of Wilbur Wright Field, was in charge. Major Robins appointed as his assistant Lieut. E.E. Adler. When Lieut. Adler was ordered to the Engineering School at McCook Field, Lieut. C.E. Thomas acted as Executive Officer for the Races from August 15 up to the present date. Other officers in charge of various activities in connection with the Races were Major G.H. Brett in charge of housing and entertainment; Lieut. L.E. Sharon, in charge of publicity and Press Relations; Major J.H. Rudolph as Engineer Officer and Officer in charge of flying operations; Lieut. H.A. Bartron, Officer in charge of the baggage and check room; Capt. Edward Laughlin (of McCook Field) as Assistant Operations Officer; Major H.J. Knerr, Officer in charge of ferrying and furnishing ships for photo work; Capt. J.B. Powers as Surgeon; Capt. F.F. Christine as Photographic Officer, and Lieut. Samuel C. Eaton, Jr., as Communications Officer.

COMMERCIAL AVIATION IN HONDURAS

In a letter recently received from Mr. P.H. Hebert, Official Photographer for the United Fruit Company at Tela, Republic of Honduras, it is noted that the Tela Division of the United Fruit Company now owns and operates an airplane between the principal towns and ports in Honduras. Flights are made to transport mail and passengers, and on official business for the company.

It was through the efforts of Mr. R.H. Godell, the Manager of the Tela Division, that this service was established. He is also responsible for having landing fields arranged so that practically every port on the East Coast of Honduras can be reached by airplane. Trips which a month ago required from three to ten days hard traveling can now be made in comfort in as many hours.

The airplane employed is the new Lincoln LS-5, seating four passengers and a pilot. The Hispano-Suiza 180 h.p. motor is being used. Mr. Errold Bahl, formerly an Air Service flying instructor, is pilot. Mr. Bahl made the first successful flight from Tegucigalpa to Tela on the East Coast. This is in itself an accomplishment worthy of note. Over 150 miles of forbidding territory must be negotiated, above mountains and jungle. The trip would justify hesitation on the part of the most capable of aviators.

Aerial photographic missions are to be undertaken and chiefly for experimental work a camera is being made by the Tela Division. This camera was designed by Mr. P.H. Hebert, official photographer for the company, who was formerly an Air Service photographer. The company hopes to be in a position soon to deliver an aerial map in a few hours which formerly took weeks or even months to obtain when survey was made by an engineer with a party.

TENNESSEE FLYERS MAKE EXCELLENT SHOWING AT INTERNATIONAL RACES

The benefit of the training at the summer camp held at Maxwell Field evidenced itself at the International Air Races at Dayton, where the Tennessee National Guard Squadron made an excellent showing. Five Curtiss and one DH made the trip to Dayton. The "Jennies" were in command of Lieut. Williams, who brought them to Wilbur Wright Field in formation. Before landing at Fairfield, the squadron executed a series of maneuvers that were highly complimented upon by a large crowd of Air Service officers on the ground watching the formation. One day was consumed going to Dayton and the same amount of time was used in the return journey. The Squadron landed at Bowling Green, Louisville and Cincinnati for gas and oil. The officers making the trip were: Pilots, Lieuts. Williams, Petersen, Woolard, Douglas and Hartsfield; Observers, Lieuts. McFarland, McConnell and Hibbits and

Sergeants Ed Boyce, D.E.M.L., and Bright. Lieut. Meloy, Air Service, Instructor of the Tennessee National Guard Air Service, with Master Sergeant Sewart, preceded the Squadron in a DH.

AN "ODE" TO THE WORLD FLYERS. ✓
By Geo. M. Battey, Jr.

The following is a newspaperman's conception of the glorious feat performed by our Around-the-World Flyers. It was written at the time the flyers landed in Washington.

PROLOGUE

While waiting in an ante-room for the birdmen to arise
We pen these hasty lines to give their Graces a surprise!

POEM

All hail, our sturdy sons of toil, Magellans of the Air!
Lieutenant Smith, of Oregon, and Nelson, flying Swede,
John Harding, pride of Tennessee, and Wade, of Michigan,
And Arnold, of Connecticut, the "Yankee" of the crew,
And Ogden, Mississippi prince, a "Rebel" from the South,
Will all and singly live fore'er in country's memory
As long as men recount the deeds of navigators bold
And Children gather 'round to hear the stirring stories told!

The seers agree that mortal clay at best is weak indeed,
That he who fain would conquer worlds must seek a better half,
So gaze upon this spectacle, of jolly bachelors
Upsetting all the rules of fate and knocking custom cold
With such a crusade in the air as makes the planets rave
At impudence of Mother Earth, unknown in solar sphere
To Mars and Jupiter the Great, yet casts its posies sweet
Around its noble conquerors, and worships at their feet!

Ah! 'twere fitting circumstance to sing of noble sires
And carve in monumental stone this Herculean task
Of braving death a thousand times o'er lands of ice and snow,
Of dying every ruthless day, but coming back to life,
That the message of democracy from the good old U. S. A.
Should echo down the hills and vales wherever men may be,
And bring the peoples of the earth in neighborly accord
To goal of peace, good will - and marching ever Heavenward!

Ah yes, 'twere well to heap our gifts of evanescent worth
At altar of our supermen, God bless them every one!
But lest they unrewarded be despite our lavish store
Of praise and entertainment-froth, 'tis fair to grant them yet
Substantial things their hearts do crave, enough to live upon
In honor and in dignity, as leaders of the race,
Toiling still, begetting flocks to glorify their names;
Each life its ray of sunshine needs; these men have played the game!

SHENANDOAH ARRIVES AT ROCKWELL FIELD

The big Navy Airship SHENANDOAH arrived at North Island, San Diego, Calif., on Friday, October 10th, and made fast to the mooring mast erected near the southwest end of the flying field, completing the second leg of the 9,000-mile journey as planned by the Navy Department. The arrival of the big ship brought large crowds of visitors to the Island on Saturday and Sunday.

Rockwell Field cooperated with the Navy in every way possible, and on Saturday had one booth assigned to them for the exhibit of Rockwell Air Intermediate Depot products which attracted the attention of the visitors. Warrant Officer George Scott was in charge of the R.A.I.D. exhibit and had the same show as was put on at the Stadium in San Diego during the Defense Day program.

THE FLIGHT OF THE AIRSHIP TC-5 TO TULSA, OKLAHOMA

Under authority from the War Department, the airship TC-5 left Scott Field, Ill., for Tulsa, Okla., at 10:00 p.m., October 9th, for the purpose of attending the International Petroleum Exposition at that city. The crew of the ship consisted of Lt. Col. John A. Paegelow, Commanding Officer of Scott Field, 1st Lts. William A. Gray and William J. Flood, Warrant Officer Robert E. Lassiter, and one engineer and one rigger. The ship carried 250 gallons of gasoline.

After bucking strong head winds over the Ozark Mountains during the first night, the ship arrived off Springfield, Mo., about 7:00 a.m. October 10th, with 110 gallons of gasoline left. The ship's commander decided to make a landing at Springfield and take on a further supply of gasoline. Some difficulty was experienced in switching to the 110 gallon tank, and it was necessary to cut the engines while repairs were being made. The ship naturally being light, took altitude and some helium had to be valved to maintain equilibrium. In about ten minutes repairs were made, so the crew flew low over Springfield and called to a number of people to come out into a pasture and help land the ship. A drag rope landing was then made without any difficulty.

After taking on 150 gallons of gasoline, the ship then proceeded to Tulsa, Okla., arriving there at 3:30 p.m., without any incident other than bucking head winds all the way. The ship remained at Tulsa during the night, proceeded the next day to Wichita, Kansas, to be present at the National Air Congress on the 11th and 12th. At 10:00 a.m., October 13th, the TC-5 left Wichita, arriving at Kansas City at 4:15 p.m., took on more gasoline and arrived at Scott Field at 12:15 a.m., October 14th.

It is believed that this trip of 940 miles in 32 hours, 30 minutes is the longest made by a non-rigid airship, without having any mooring mast or hangar facilities en route. Wherever a landing was made and the ship held over night, the advance officer, Capt. Edmund W. Hill, procured sand sacks and moored the ship on the forward handling guys, using the sand sacks for anchors. This arrangement worked very well and no trouble was encountered. It was necessary to send Lieut. Flood home by rail from Springfield, Mo., however, as the ship did not have sufficient lift to carry a full crew on account of the helium valved there.

The trip on a whole was an excellent one. Whenever the ship passed a city or town the people turned out to watch it, and at Tulsa about six thousand people were on the flying field to receive it. The officials of the Wichita Air Meet were also pleased with the visit of the TC-5.

It is of interest to note that the Commanding Officer, Scott Field, had the directional wheel of the airship for the whole trip, showing that a man can fly a ship on direction for 940 miles without feeling any after effects from it.

A.COW-ARDLY TRICK

"Everyone to his own taste", as the old lady said when she kissed the cow - and by that same token there's no accounting for the tastes of cows - at least Fort Worth cows.

The Officer in Charge of Flying at Brooks Field, San Antonio, Texas, turns in the following telegram from Lieut. Bob Wimsatt:

"Delayed due to cow eating wing. Home tomorrow."

And so it turned out, for when the Lieutenant got home the next day he reported that some unprincipled bovine with a low sense of humor and depraved appetite had eaten large hunks out of the lower wing panels and stabilizer. He showed the homemade patches, too.

KELLY FIELD'S PARTICIPATION IN DEFENSE DAY DEMONSTRATION

Kelly Field, Texas, did its bit in a Defense Day Demonstration by sending planes on about 75 cross-country trips to cities and towns in all directions within the 500-mile limit. In spite of very threatening weather, clouds, fog, and some rain, the Kelly Field pilots carried out their mission of distributing literature and putting on aerial exhibitions.

GENERAL SUMMERALL RECEIVES ROYAL WELCOME

On Sunday morning at 7:00 o'clock, October 12th, 22 planes of various types, including MB3's, DH4's and NBS1's, flew in formation over Fort Sam Houston, Texas, as Kelly Field's part in the ceremonies welcoming the new Eighth Corps Area

Commander, Major-General Summerall. On the following Thursday, General Summerall made an inspection of Kelly Field and was tendered an exhibition of Air Service tactics and an aerial review, all organizations of the field participating. Following the Aerial Review, General Summerall, in speaking to the assembled officers, expressed his appreciation for the courtesy extended to him and his admiration for the performance of the local flyers. He said that he was in hearty sympathy with the work of the Air Service and realized the great importance which it will play in future wars.

AERIAL GUNNERY PRACTICE AT ELLINGTON FIELD

During the last week of the specialized bombardment training, eight Martin Bombers of the 40th School Squadron, Kelly Field, under the command of Lieut. Odas Moon, carried an expedition to Ellington Field, Houston, Texas, for the purpose of engaging in aerial gunnery practice. The expedition included 14 students in Specialized Bombardment Training, the necessary crews and personnel to establish and maintain a camp and care for the planes. A few supplies necessary were taken in three motor trucks. The problem was very successful and afforded much valuable instruction of a kind which is not possible in the vicinity of Kelly Field. It gave the students training not only in aerial gunnery, but in cross-country flying and maintenance of airplanes at temporary airdromes at a distance from their base of operations.

LANGLEY FIELD TAKE NOTICE.

Here is another little friendly dispute on the subject of flying time. Our Kelly Field Correspondent writes to us as follows:

"In the News Letter of September 13th, 1924, an article appears under the title '96th Bombardment Squadron Rolls up considerable Flying Time', in which the following statement is made: 'They (the 96th Squadron) also believe that the record is unsurpassed by any bombardment squadron in the service and have hopes of rolling up a total of 225 hours for the entire month.'

"If the 96th Squadron expects to win any laurels for flying time they will have to set their sights considerably above 225 hours per month, as a glance at the following record of flying time for the 40th School Squadron (Bombardment) for the last two months will show:"

July, 1924 -- NBS1 - 350 hours 30 minutes

DH4B - 105 hours 15 minutes

Aug. 1924 -- NBS1 - 330 hours 25 minutes

DH4B - 1 hour 20 minutes

This is merely routine for the School Squadron, and is no attempt to set a record."

"ED" GOES ON A VACATION.

Somewhere in Nebrasky
September 15, 1924

To the Editor
Air Service News Letter,
Washington, D.C.
(Carefully avoiding military channels).

Dear Ed:

It seems like when almost anybody that can read and write goes on a journey of 1000 miles or over he or she gets overcome with a desire to write all about it. This may only find expression in snappy greetings pencilled on the edges of picture post cards but on the other hand the attack might be much more serious and result in long articles for publication in anything from the home town Weekly to the National Geographic Magazine. "Intimate Glimpses of the Inhabitants of Free Chair Cars in Oklahoma", "Across Wyoming on a Pack of Camels", "Some Big Fish I Have Caught in the Smoker".- Travelogues, they call them, that not only relate amusing and interesting incidents of the trip and describe the country and the natives but usually throw in a number of hitherto unpublished anecdotes, sworn to locally, about how once upon a time this or that National Forefather got all licked up on pre-revolutionary Apple Toddy and made a very rude remark to a Colonial Dame. Those were the days, of course, when all remarks made to Dames were sup-

posed to come from the Heart and not from the Hip. Naturally the affair is hushed up at the time so as not to get in the public school histories (that's what's the matter with them, by the way) and so it remained for the literary traveler to unearth this story which, told to the world a hundred years or so later, would be eagerly accepted as showing how really Human and Big Hearted this Statesman was. Of course if the story had come out at the time it would have been duck soup for the political opposition who would have been able to prove what a Bum he was and furthermore the Dame's husband or Spouse, as Dame's husbands were called in those days, would have been liable to call him up and make a date to take a hack at him with a raper or something and cut short his career.

It is nearly four years since the Govt. has blown your Ex-Crissy Field Correspondent to a ride on the Steam Cars for any great distance and what with all the human interest involved in traveling with three dependent children and one independent wife all the way from San Francisco to Ohio together with the comparatively plentiful supply of free writing paper put out in the observation car it is not surprising that he should feel a severe spell of correspondence coming on.

In the first day or so of the journey all literary effort was frustrated by the necessity of the writer appearing on the station platform at all stops in order to give the local Valentinos holding up the station buildings a treat by allowing them to gaze upon the best looking pair of Plus Fours with stockings to match to be found in Spalding's store in San Francisco. How did they know but what I might have been one of these here millionaires or maybe Ed. Renfrew out looking over the Autumn styles in horses. I mean to say Autumn styles you know, - something for the Fall. What! Then also there's the luxury of sitting in state in the diner, eating the U.P. Special Club Breakfast No. 3, - 40 cents, and trying to raise the coffee cup with the little finger elegantly extended, at the same time restraining the handle of the spoon with the thumb so as to avoid putting out one's eye. The people outside who have assembled to watch No. 8 go through think, from your general air of care free elegance that you must be eating Cavaire or at the very least a double portion of Jelly Omelet. They don't know that you have only just given the old B.R. the once over and even by the use of the most optimistic figuring have arrived at the awful conclusion that all eating will be permanently suspended for the remainder of the trip at or about Council Bluffs, Ioway. Meanwhile, to all intents and purposes, you are one of the idle rich and later on as you sit with your dogs gracefully balanced on the back rail of the observation platform many a dirty look do you get from the honest toilers who have brought their whittling down to the deeps so as to properly witness the arrival and departure of the Limited with all them rich -----s settin on the back end.

Another deterrent to literary effort was furnished by the children in the party. For the first few hours the little ones were interested in the scenery and in trying to drown themselves with free railroad ice water. After the scenery had lost its kick, and all the paper drinking cups had been cleaned out of the car, and all the strange and wonderful appliances in the drawing room lavatory had been thoroughly inspected and tested several times all round, and it had been necessary for the eighth time to explain to the porter that the children had only pushed the button for fun - it was up to yr. correspondent to put out some entertainment. Portraits of Doc. Beeson and Johnnie Benton, executed with a pencil on the back of a time table, while maybe not as handsome as the originals, went pretty big. And then there was the picture of Lew Cody in the magazine that I palmed off on the kids (they being young and illiterate) as a portrait of Bill Taylor when he was in Society. Which reminds me of the story about John B. Patrick and his girl. This was the one that was^{so} dumb that all of her conversation consisted of - "No, No, -NO". Well she said No so often that Pat finally desisted in his part of the conversation and they parted forever. But Pat got even with her. He went back to his quarters and drew a moustache on her photograph. I guess that learned her a thing or 2.

As this train gets farther East I have been expecting the well known Open Spaces where Men are Men, etc. to sort of contract to some extent and to see the feeble and emasculated men folk being pushed around in wheel chairs. How do these writers of virile Western tales get that way? As far as I can make out the spaces continue to be fully as great and even more open than in California and Nevada. As for male inhabitants, there were a couple of them in the diner at noon that put away mashed potatoes with their knives with as much speed and form as I have ever seen it done in California. What with shaved necks and some snappy after dinner work with tooth picks I'd say offhand that the men folk to the East of the Sierras were just about as highly sexed as any that you could find in California, or Texas

either for that matter.

Speaking of He-Men, we are indebted to one of the fairest and most accomplished of the residents of Hollywood for a definition which delicately and at the same time forcefully outlines the specifications for ideal masculinity. You remember the big dinner given in Los Angeles last Spring in honor of the Round the World Fliers and attended by a mixed crowd of Aviators, prominent fans and moving picture celebrities. The usual mixed Los Angeles dinner crowd - of the better sort of course - some only slightly mixed and some completely emulsified, you might say. Well a certain beautiful and well known moving picture Queen sat among the aviators gathered together from Crissy and Rockwell Fields. It was her first experience with these keen eyed, silent men of the skies and something about them must have stirred her senses for as her violet shadowed gaze swept the two-handed eaters about her she said in her low and well modulated voice, scarcely audible above the third floor, "Say! I'm sick of these here Hollywood half-men. Give me a man with hair on his chest, - one that smells of Manure"! Which puts the Air Service in a class above even the Engineers whose only claim to Hardihood arises from the fact that they are reputed in song and story to live in Caves and Ditches and to be able to withstand the abrasive effects of Broken Glass without showing any signs of pain or anguish whatsoever.

Hoping you are the same,
Yr. Correspondent
Out of a job.

GETTING THE MOST OUT OF AIRPLANE AND ENGINE

A short time ago Kelly Field boasted of having a Liberty engine which had been run 180 hours since last overhaul. This engine developed loose bearings in its 225th hour, and as the airplane in which it was installed had been flown the required 200 hours since overhaul it was determined to return both to the San Antonio Air Intermediate Depot to see if they could not do better the next time they turned the ship and engine out. This engine, Liberty 12, A.S. #4829-XY, installed in DH4B A.S. #24-434, was received from the Depot in April this year. To date the engine has 226 hours 55 minutes running time and the airplane 200 hours 15 minutes flying time. The airplane has been used for student training and cross-country work, two of the most strenuous types of flying. No work has been done on the engine other than routine servicing with the exception of changing of four cylinders which developed leaks at the 160th hour of running time.

KELLY FIELD FLYERS GIVE DEMONSTRATION TO STAFF SCHOOL STUDENTS

On the first of October personnel from the 10th School Group, Kelly Field, consisting of 61 officers and enlisted men, gave a demonstration of Air Force gunnery and bomb dropping at Fort Leavenworth, Kansas, before the present class of the Command and General Staff School. This demonstration has come to be an annual event and is for the purpose of illustrating the technique of firing machine guns from pursuit and attack planes at ground targets, and the use of bombs by Attack, Bombardment and Pursuit units of the Air Service. Good fortune favored the event. The weather was ideal and a large crowd, not only of the student officers but other military and civilian spectators as well, witnessed the excellent work of the pilots, gunners and bombers. The Pursuit and Attack units simulated action from low altitudes against convoys, bridges and railroads, and their accuracy was perfect. The bombardment flight of 4 Martin Bombers dropped 100-pound bombs from 6,000 feet on a target representing a factory or industrial center, and in salvo from 3,000 feet against similar targets. The results were more than satisfactory. Throughout the maneuvers the new 134 Radio Set kept the flight in constant radio telephonic communication with the ground.

During their stay at Fort Leavenworth, the visiting Air Service officers were most hospitably entertained at the quarters of the various Air Officers on duty at that station, and the expedition as well as being successful from the point of view of the mission assigned, was also greatly enjoyed by all who participated.

NOTES FROM AIR SERVICE FIELDS

Brooks Field, San Antonio, Texas, October 20.

Not that we like to toot our own little trumpets or anything like that, but we take pride in recording the fact that 2d and 3d places in the heavy ship races at Dayton came to roost here under the guidance of Lieuts. C.F. Woolsey, and Hez McClellan respectively. And Lieut. J.B. Haddon, our other representative who took 4th in the D.H. race at Dayton, stopped off at Wichita, Kansas, and collected a beautiful trophy cup as a tribute to the speed of his good D.H. and his own skill in piloting the same. Lieut. Corkille and Lieut. Patrick piloted Martins to 1st and 2nd place at Wichita.

Brooks Field crashed into the social lime-light on the roof of the Gunter Hotel last Saturday evening. The idea of the party was to acquaint the members of the new class with each other, their instructors, and the youth and beauty of San Antonio. In the latter regard it is truly remarkable what speed these boys do make in becoming acquainted - anyway, it was a nice party with corsage bouquets as favors for the ladies and funny blue and gold 'Keewee' birds for the men.

Old Dame Rumor has published on pretty fair authority that we are about to lose Capt. Paul Bock, Asst. Kay O. and Lothario extraordinary. It seems that the Air Service Detachment at Ft. Riley needs a Commanding Officer, and when they need a good man they come to Brooks Field.

Lieut. Charley Lawrence was forced to park his Vought more or less abruptly in a field just outside of Wichita, Kansas, washing the landing gear and a wing panel. A temperamental motor was the basic cause, the Lieutenant returning to the field with Lieut. F.I. Patrick.

The Eighth Corps Area boasts a brand new Commanding Officer, Major General Charles P. Summerall, to be exact. And we'll say that he certainly is on the job. He came over last Friday to inspect us at seven o'clock in the morning. A very effective "Breakfast review" was held for the General, who commented very favorably on the expeditious manner in which knives, forks and coffee cups were handled by the entire command. Afterwards the reviewing party watched the entire Jenny fleet take off and expressed himself as well pleased with the fledglings in Uncle Sam's Aviary.

Last Monday a new classic in the air racing calendar was run off when the flogger of Brooks Field pilots cranked up their trusty Jennies and jockeyed each other around a 12 mile, 3 pylon course.

Tremendous speeds were reached and the awe struck crowd of spectators could scarce contain themselves as the roaring racers wobbled over the finish line. Lieut. John F. McBlain made the best time, 10 minutes, 46 seconds, but in the final heat was nosed out by Sergeant Chester F. Colby, who thus won the purse which, including entrance fees and gate receipts, totaled the magnificent sum of Twenty-One Dollars. The Sergeant has since bought himself a Chrysler.

A very pleasant Brooks Field custom was most successfully revived Saturday afternoon, when the first of the seasons tea-dances was held at the Officers' Club. The orchestra, made up of some six or eight of the officer personnel, evolved a brand of syncopated harmony that commercial organizations might find difficult to equal. And if other inducement were needed, it was furnished in the radio returns of most of the important foot-ball games over the country.

Rockwell Air Intermediate Depot, Coronado, Calif., October 10.

Major S.W. FitzGerald, Captains R.G. Ervin and Wm. C. Ocker and Lieut. J.P. Richter flew to Dayton, Ohio, to attend the races. During the absence of Major FitzGerald, Captain J.H. Houghton is acting as Commanding Officer of the Depot.

Lieut. John P. Richter, who for the last two years and eight months was on duty at this Depot in the capacity of Agent Finance and Employment Officer, left for duty at Kelly Field, San Antonio, Texas.

Lieut. Richter made a host of friends during his tour of duty here and we all feel we are losing a good friend in "Uncle John."

The records show that Lieut. Richter had 344 hrs. and 06 minutes in the air while at Rockwell Field, also that several world records are to his credit. It will be remembered that it was "Uncle John" who, with Lieut. Lowell H. Smith, first pulled the stunt of refueling in the air without the slightest mishap, and also, the flight from the Canadian border to the Mexico line, non-stop, was a record given Lieut. Richter as well as Lieut. Smith.

During the search for Col. Marshall and Lieut. Webber, Lieut. Richter piled up hours in the deserts of Arizona and Mexico, and also headed a land expedition which spent a week in the unsuccessful search for the missing airmen.

Lieut. Richter leaves here with the best of wishes for his success and future, and Kelly Field is to be congratulated on having a man of Rick's type included in its personnel.

Lieut. John R. Glasscock, A.S., 91st Aero Squadron, who was engaged in Aerial patrol duty in Oregon, arrived here Wednesday, after a non-stop flight from San Francisco. He turned his weather-beaten DeHaviland over to the R.A.I.D., was given a new remodeled ship, and left 35 minutes later for Crissy Field.

Lieut. George W. Goddard, A.S., who was on photographic duty in connection with the World Flight, arrived from the north enroute to Washington, D.C. Lieut. Goddard is flying a DeHaviland, loaned him here, and upon his arrival at Bolling Field will turn it over to Captain W. C. Ocker, who will fly it back to Rockwell Field.

Lieut. Virgil Hine, who was on duty here as Adjutant since February 10th, 1922, received orders transferring him to Brooks Field, San Antonio, Texas.

Lieut. Hine leaves this field with the very best wishes of all, and it is hoped his new station will be as pleasant for him and his family as it has been at Rockwell Field, where no function was complete unless graced by their presence.

All preparations are being made here for the aerial circus and reception of the Shennandoah, which is scheduled to arrive late today. While this is strictly a Naval proposition, the Rockwell Air Intermediate Depot is co-operating in every way to make the show a success.

Camp Nichols, Rizal, P.I., August 31.

The U.S.A.T. THOMAS arrived on the 26th filled to capacity. On it came quite a large number of Air Service casualties -- some 258. Since arrival they were quartered at Fort McKinley pending trade test to determine their assignment to outlying stations. Sufficient room was not available at Camp Nichols for this additional force.

About the greatest excitement the old timers have over here is the glimpse of new-comers from the states about every three months. Then all of us feel self-important and we are always so anxious to tell these poor people how terribly hot it really gets, and all about the awful typhoons, and last, but not least, how much time we have yet to do. Even if you just come over one boat ahead, you do feel good that someone has a little more time to serve than you have.

Gloom and a few tears (very privately shed) - because men always hate for people to see them cry - were in evidence this week when on Tuesday, Major Weir, our Commanding Officer, and Captain Eglin, our Adjutant, left us for the homeland. Both officers were universally liked and they will be missed. We believe they hated to go. When you stay in a place for two years, you do get attached to it even if it is the Philippines. We wonder if we, too, will look back on Manila Bay with a few tears and a hope that someday we'll "hear the East a'calling" again - we might at that.

All of the new officers are being kept busy trying to get settled and, most of all, in getting used to making a bus at six thirty A.M. - much grumbling is heard about "that unearthly hour to make a fellow get up" etc., but the smiles quite balance it when they get off at "one o'clock" not to work anymore until morning - then it's "Oh, boy, these Philippines aren't so darn bad after all, I'd say".

The 28th Bombardment Squadron reports the following operations for the week: On the 25th, Captain Beam and Lieut. Ignico, observers, and Lieut. Dunton, pilot, flew a Martin Bomber over the San Bernardino Straits for the purpose of reconnaissance. On the 26th, a formation of 5 DHs and 2 Martin Bombers flew over the transport "Thomas" escorting her into the harbor. Lieuts. Harper, Kirksey, Greer, Carter and Redman flew DH's and Lieuts. Dunton and MacIver flew Martin Bombers. On the 30th, Lieuts. Ignico and Kessler, observers, flew to Clark Field, returning same date.

The activities of the 66th Service Squadron for the week were slow owing to the fact that many of their best men returned on the last transport. Even with that drawback, however, a considerable amount of construction work was accomplished. The Squadron feels that at last they are out of the mud again, having finished their septic tank and the motor block wall. They feel that owing to the consideration the rainy season has had for them, the outside work is almost completed. Labor day was satisfactorily celebrated by the men being paid - it really was more than a holiday for some.

The usual Transport Hop was held at the Army and Navy Club on Monday night. It was well attended - among those entertaining were Lieut. J.S.Gullett and Lieut. Sears with a party of eighteen.

A despidida smoker was held for Major B.G.Weir and Capt.F.I.Eglin, by the Air Service Officers at the Army and Navy Club on Saturday night. Although this affair was heartily enjoyed by all present, still there was a sense of regret felt by all that these two officers, who were so well liked were to leave so soon.

- Notes from the 42nd Air Intelligence Section -

A large body of Air Service casuals fresh from the states will arrive at this Station soon. Misery loves company and it will do our sunburned soul good to see someone who has longer "to do" over here than we have. Then we will walk around assuming a misleading air of impertance and go among them with word of sympathy (and sarcasm) signing the "short timers" chorus "Gos, Buddy, I wouldn't do yourtime in the Manila Hotel."

Camp Nichols, Rizal, P.I., September 8th.

Headquarters was kept busy the past week getting the new casuals assigned - eventually a few of us have gotten rid of some bad jobs - at least we tried to see if we couldn't argue the Sergeant Major into letting someone else have a try at them. As usual he didn't agree with us. Its hard to ever make a Sergeant Major see your point of view about anything must except Friday afternoon duty. The new-comers seem, however, to like their new stations quite well and much is expected of them.

All of the new officers have been assigned to their new stations and have gotten settled in their new homes. They all seem anxious to get in some flying time. We believe they are testing out some of our statements concerning "flying in the tropics".

The Cost Accounting System and the new Supply System are rejoicing over Lieut. Blair's arrival. They say that lots of things that have stumped them have become quite clear since he explained them - he is truly a boon to these new systems we should say.

The 28th Bombardment Squadron reports the following operations for the week: On the 2nd, a formation of 5DH's and 2 NBS'ls flew over the transport escorting her out of the harbor: Lieuts. Harper, Vanaman, Greer, Carter and Kessler flying DH's and Lieuts. Dunton and MacIver flying NBS'ls; On the 2nd, Lieuts. Harper in a DH and Dunton, pilot and Col. Samuel Johnson, passenger in an NBS'1, flew to San Jose, Mindoro for the purpose of transportation and training; both returning on the 3rd; On the 4th, Lieuts. Harper, Monahan, Kirksey, Greer and Carter flew in formation for the purpose of training, all using DH's; Lieut. Skanse, pilot and Lieut. O'Connor, observer flew to Clark Field for the purpose of training and upon return Lieut. O'Connor qualified as a NBS-1 pilot.

The members of the 6th Photo Section are having a class period on one hour a day, conducted by Staff Sergeant Michler on all subjects pertaining to photography. In this way the new arrivals to this Department are able to obtain knowledge of the photo work, as they are given a photographic problem and have to do all the work alone; it is believed that within a short time most of the members will be able to do excellent work in every way.

- Notes from the 42nd Air Intelligence Section -

It is just a few days since pay day, but already that "no change" on the morning report is a true statement of our financial status.

We notice a peculiar string of circumstances amounting almost to a coincidence: Private Snead suddenly announces he isn't going to buy out, the Yokohama Cafe opens up, and Snead starts vainly trying to sing "Poor Butterfly".

Clark Field, Pampanga, P.I., September 9.

The 3rd Pursuit Squadron soccer team dropped out of the soccer league at Camp Stotsenburg. The Athletic Officers, however, are attempting to arrange soccer games with other American organizations: the 31st Infantry, 66th Anti Aircraft, Camp Nichols and Kindley Field.

A volley ball team was organized to compete with Camp Stotsenburg teams. It is believed we can "bring home the bacon" and play in the championship matches which are to be held during the Camp Stotsenburg Sports Carnival.

One of our intrepid aviators has taken up the "landing" and "taking off" a polo pony - apparently more of the latter than the former. Some time since this same officer was "policed" and more recently ran afoul another player with the result that he is now nursing the after effects of a dislocated knee cap. However, be it said to his credit he is one of the "shining lights" on the Artillery Polo team, where a regular berth awaits him on his return to duty.

The personnel of the Squadron was sadly depleted, but as yet no replacements put in their appearance. However, as soon as the men arrive from Fort McKinley the Squadron will again be up to full strength.

Luke Field, H.T., September 6.

The Fifth Composite Group, Air Service, Luke Field, T.H. flew a total of 35 missions during the week ending September 6th. Three Inter-Island flights to the Islands of Molokai and Lanai were made by the 72nd and 23rd Bombardment Squadrons, using three Martin Bombers in each formation. These planes were in constant radio communications with the home airdrome throughout the entire flight. The splitting of a propeller on one of the Martins while attempting to take off on Molokai, necessitated the sending of a radio message from the radio plane. The message was received at Luke Field and in thirty minutes, repairs were on the way by air. Two DeHavilands escorted the Bomber with the extra propeller half way across the channel between Oahu and Molokai. One hour after the repair plane had landed, the new prop had been installed and all four planes started on their homeward journey, landing without further mishap. An emergency landing field was established on the Island of Molokai near the Leper Colony, to be used in the case of any planes on these flights having trouble.

The 19th Pursuit Squadron spent ten days on detached service at the Kilauea Military Camp for the United States Army in the Hawaiian Department near Hilo, Hawaii, returning to the field on September 5th. Almost the entire personnel of the organization took part in the visit to the Big Island (Hawaii), where they enjoyed hunting wild goats and hiking around the famous Kilauea Volcano and other interesting points.

Luke Field, H.T., September 12.

Pending the coming of the Departmental Field exercises for all arms of the Hawaiian Department, September 22 to 28th inclusive, members of the Fifth Composite Group were employed during the past week in carrying out problems of attack and defense, utilizing every available pilot and plane in this simulated warfare. All inter-island flying for the rest of the month was called off in order that the Pursuit and Bombardment Squadrons here may be best prepared for the coming maneuvers.

Monday's and Tuesday's problems were an excellent test of the ability of the Air Service to defend the Hawaiian Archipelago from a supposed enemy attack of dreadnaughts and airplane carriers, carrying approximately forty planes of the Douglas T-2 type. A flight of bombardment planes, Martin Bombers, led the attack, supported by three flights of MB3a's, which composed the Pursuit Group. After the enemy advance had been sufficiently impeded, all planes returned to the home airdrome, where the pilots were immediately assembled in the Operations assembly room for a critique on the days work.

In carrying out the problems for the week, 98 hours and 10 minutes were utilized in flying.

Luke Field, H.T., September 19.

During the week ending September 20th, the Fifth Composite Group engaged in practice maneuvers in preparation for the Fall maneuvers of the Hawaiian Department. On September 15th three Martin Bombers of the 23rd Bombardment Squadron were sent under secret orders to the Island of Molokai. A simulated bombing attack between 8:30 and 11:30 A.M. on Luke Field, Fords Island, was the objective of this formation. Ideal weather conditions prevailed for bombing. Scattered clouds were cast over the

sky, ranging from 3500 to 8000 feet in the vicinity of where the bombers were to approach their objective. The 6th and 19th Pursuit Squadrons acting as a provisional Pursuit Group, were detailed to protect the Island of Oahu. Relay patrols of six planes, each flying two-three ship formations, were dispatched to cover the area five miles north of Makapu Point to five miles south of Diamond Head. In addition, a formation of 4 planes, Bi-place Pursuit (DeHaviland 4B's) were ordered to a point half way across the Channel between Oahu and Molokai, the Kaiwi Channel, in order to intercept the Bombers. At 10:00 O'Clock the Bombers were reported by the DH Formation, flying at 10,000 feet, headed for Oahu.

The alert Pursuit formation was ordered into the Air to intercept the bombers before reaching their objective. At 10:15 the whole personnel of Luke Field and vicinity were craning their necks, watching the activities going on overhead.

Naturally during "critique" which is held immediately after these maneuvers, there was quite a bit of pro and con scattered about the Group Operations Assembly Room, the final result ending in favor of the Pursuit. Very satisfactory results are being gained by the Group in these maneuvers, which will be demonstrated in the Fall War Games.

On Tuesday, the 6th and 19th Pursuit and the 23rd and 72nd Bombardment Squadrons participated in maneuvers in conjunction with the Departmental maneuvers.

Wednesday's schedule called for maintenance of combat equipment. At this time tests were made and all ships commissioned for the following day, when there were Group maneuvers and combined maneuvers with other arms. Saturday's inspection of the planes and hangars by Major Arnold N. Krogstad, Group Commander, found everything in readiness for the War Games starting September 22nd.

The Fifth Composite Group spent a total of 136 hours and 54 minutes in the air for the week.

In addition to the training scheduled for the Combat Squadrons, the 65th Service Squadron was busily engaged in repairing, "setting up" Martin Bombers, and putting in commission the new machine shop.

The 11th Photo Section completed the pictures taken of the Island of Kauai and also a number of emergency landing field prints of the different Islands. Naturally, the Headquarters Group were busy handling the paper work and grinding out the "stuff" that makes the wheels turn. The Q.M.'s shuffled the rations, etc; while the Medics, took care of the sick and wounded.

Of course, the 41st. Air Intelligence Section had nothing much to do, outside of "Gum-shoeing" around and gathering the dope, publishing the Fish Tale and keeping the local papers hot with publicity.

Football practice started off with a "Bang", over forty candidates turned out and are now getting down to regular training. Several prospects are showing up who should make the Sector Team, which will be pitted against Schofield Barracks in December. First Lieutenant Edwin J. House, an able coach and veteran footballer, has charge of the "Gang" and is showing the boys a few tricks of the game.

The base ball season is rapidly fading away. Seven men from the Luke Field Fliers' Team made the Sector team this season and helped win the Army championship from Schofield Barracks. They are now preparing to take the Navy into Camp, thereby winding up the 1924 season.

Trap shooting has been entered into with gratifying results, and the team which will shoot at the Maui Fair shows all indications of bringing home the bacon.

To top off with, we might mention that the Group participated in a mounted review Thursday afternoon. Something new, but just the same it was a good show and pulled off in great style. No lives lost, no one thrown, but the question was "How do you do "Parade Rest"?.

Langley Field - Hampton, Va., October 10th.

All hands on the field were busy since they returned from the races making preparations for the bombing and machine gun match which started on October 8th. All possible means were employed to make the match a success and also to make the visiting personnel as comfortable as they would be at their home station.

Mabry Hall at the Lighter-than-Air station was converted into a bachelor' quarters, and a mess was started there for the benefit of the visiting Officers, transportation being furnished them to come and go to Langley proper.

The match started on Wednesday morning, October 8th, and the boom of the bombs and tat - tat - tat - of machine guns have filled the air since the first ship took off on that morning. All the work done so far was for practice only, and the record firing and bombing will start on Monday morning.

The machine gun work and low altitude bombing will be carried on first and then will come the intermediate and high altitude bombing with Martin Bombers. Many high officials from Washington are expected to visit the field on the first of the week to witness the bombing and all the contestants are doing their best to round into shape to show the officials what the Air Service men can do in the way of bombing.

11TH. BOMBING SQUADRON -

During the past week, the Eleventh Squadron flew 52 hours and 35 minutes, making a total of 38 flights. Inclusive of this is 35 hours and 15 minutes cross-country flying. The squadron's ships covered 3,325 miles in 24 flights.

Lieut. Williams made a successful test in a Martin Bomber when he made 55 minutes night flying, landing and taking off five consecutive times, using his wing tip flares and landing lights exclusively.

The Athletic Club of this squadron which is organizing a football team, had a successful meeting during the week. Officers were elected and the turn out of both at the meeting and the practices was most gratifying. The team is rounding into shape and the manager expects to have several good games before the season is over.

AIR SERVICE TACTICAL SCHOOL -

During the past week this organization flew 65 hours and 35 minutes. This time includes 34 hours and 5 minutes cross-country time.

Three ships from this organization were taken to the Air Races at Dayton, Ohio and returned to this station on October 6th.

20TH BOMBARDMENT SQUADRON -

Captain Willis H. Hale, the Squadron Commander, returned from the Air Races, having taken an active part in the bombing demonstration while there. Five of the enlisted men of the squadron witnessed the races and claim they would not have missed them for anything.

Lieut. R. F. Cole, Sergeants Huff and Martin returned from Aberdeen Proving Grounds with the specially equipped Tow-target ship which was taken to Aberdeen for use in the Anti-aircraft practice at that station.

The Squadron mechanics are tuning up the three Martin Bombers to be used in the Night flight to New York, and are confident that when the ships leave here there will be no trouble encountered on the part of the 20th Squadron ships.

The Squadron has a 100% record for successful cross-country missions, and it is quite sure that they will not lower the percentage now, as the assignments of the new quarters to the most efficient Squadron on the field is pending.

50TH OBSERVATION SQUADRON -

The activities of the 50th. Squadron were practically the same this week as last. Our time is still taken up with the Gunnery Contest which is now in the preliminary stage. The primary work of the Contestants started on October 8th. This has caused a lot of extra work in our armament section as well as on the lines. Our supply department also is doing its share with the tow targets and the drawing of supplies.

The Officers and men who were in Dayton, Ohio, the past week report having a fine trip. They came back loaded down with souvenirs of the races.

This Squadron now has ships completely outfitted for Radio work, as we recently had a Radio Mechanic transfer with us.

Our Photographic ship has worked over time the past week on various Photo Missions.

In summing up this report we find nothing of great importance, yet the work involved has been very important. We hope that as soon as the gunnery contest gets in full swing we can have a large bit to report.

San Antonio Air Intermediate Depot, Kelly Field, Texas, October 8th.

Notwithstanding the steady downpour of rain practically all night long on September 12., and the threatening weather of the following day, the Annual Picnic of

the employees of the San Antonio Air Intermediate Depot at Covington Park was held on Saturday, September 13th., with a very large attendance, there being approximately 700 people present.

Major Lackland, the Commanding Officer, was out early dressed fittingly for the picnic, and mingled with the boys in a true Democratic spirit. Lieut. Clark, the Adjutant, arrived about ten o'clock and played baseball and other games. Lieut. Dayton arrived at about the same time and had a compliment passed on his appearance by a young lady, who said that he looked like Foxy Grandpa in his checkered golf trousers. Messrs. Chester and Mayberry, Warrant Officers, were also present. In fact, all the Officers were there, and one could see from their smiling countenances that they were all happy.

Mr. Elmer J. Briggs acted in the role of Athletic Director, and did a very creditable job. The first event consisted of a pie eating contest for boys not over fifteen years old. This was a very amusing number of the program, as the boys had to keep their hands behind them, and the winner emerged from the contest with pie in his eyes, nose, ears and even his hair. Following this was a nail driving contest for ladies, and the nervousness which some of them displayed clearly portrayed their sex. There was much excitement and laughter in connection with this event, but fortunately there were no mashed fingers to lament over after it was through.

Then there was a sack race for both boys and grown-ups. This was also funny, in that there were several starts before the grown-ups got off right. The race resulted in a tie and the two contestants who tied divided a box of candy, the first prize, between them.

A 24 piece band from Kelly Field made the day glad by alternately playing old time music and modern jazz.

At 11:45 o'clock in the morning the barbecue was served, and considering the constant drizzle of rain of the night before this was delicious to say the least. The serving was finished at 1.30 P.M., all receiving their just proportion with clock-like precision as the guests marched up through a roped-off area. Everybody got their fill of not only barbecue, but salads and cakes, and other good things to eat, all of which were extremely fine.

After the luncheon the band played jazz music for the dance lovers and many couples went on to the pavilion floor, although on account of the muddy condition of the Park this was not the success that was hoped for.

But everybody was happy and smiling throughout the six or seven hours that they were out there. It was the true spirit of '76 that held the crowd. It was also an event not to be forgotten in many long years to all the picnickers. Shortly after two o'clock in the afternoon it commenced to drizzle again and the crowd started to disperse and go home, and by four o'clock the picnic grounds were almost deserted.

On September 6, at eight o'clock in the evening Lieut. Richard T. Aldworth and Mrs. Laura Martin were united in marriage. The couple left on their honeymoon that same evening for Mexico City, returning on September 26. They are now at home in their quarters at this Depot.

Lieuts. McMullen, Dayton and Moorman made a cross country trip to Dayton, Ohio, on October 2nd.

The Engineering Department, this Depot, under the direction of Lieut. Clements McMullen, completely overhauled and repaired during the month of September, the following Airplanes and Engines:

Airplanes - 7 DH4B's, 5 DH4M-1's, 2 DH45-3's, 5 MB3A's, 9 JNHI's, 1 GAL,
1 Fokker CO-4; Engines - 38 Liberty 12-A's, 28 Wright I's, 6 Wright E's,
4 Wright A-2's, 3 Lawrence L-4's, 1 Wright H.

Hrs. 2nd Division, Air Service, Fort Bliss, Texas, October 2.

Lieut. Clark leads the Second Division Air Service in flying time for the month with 56 hours. Lieut. Smith is second with 33 hours and 30 min.

Major Heffernan with Staff Sergeant Jensen as observer left on the morning of September 26th to witness the Air Races at Dayton, O. Major Heffernan expects to pay a visit to a number of Air Service stations in the east, and also to make a short visit to his home town in Pennsylvania.

Lieut. Clark left for Dayton via Denver, Col. with Private Donnelly as observer. Staff Sgt. Pierce with Pvt. Roderick also left for Dayton in a DH4B.

Lieut. Evert was ordered to Scott Field, Ill. for a course in lighter-than-air training.

The World Flyers landed at Fort Bliss on September 20th, remained overnight, and left Sunday morning for the West.

Private Tefft successfully passed the examination for flying cadet training and left for Brooks Field, Texas.

Lieut. O'Connell received orders to proceed to the Hawaiian Department on the transport sailing in January, 1925.

Air Service, Tennessee National Guard, Nashville, Tenn. Oct. 18.

Captain Thomas Jetton is on temporary duty at Brooks Field undergoing a four months course of instruction for the purpose of receiving a J.A.P. rating.

Major J. C. Bennett and Captain Richard Gleaves accompanied by Mrs. Bennett, are at Langley Field where the two aforesaid officers are to participate in the Aerial Gunnery and Bombing Competition.

For the Vanderbilt-Marine game on October 11th, the squadron had as guests Captain Moore and Lieutenant Schultz, USMC from Quantico and Lieut. Knapp from Maxwell Field. The squadron flew a formation over the game, and just before the kick-off, Captain Fox left it and his observer, Lieut. Roberts, dropped the football which was to start the game.

On October 13th, Lieut. Meloy and Lieut. Williams flew to Fairfield to arrange for the requisitioning of equipment for the 165th Photo Section, T.N.G. They returned the following day.

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

FOR RELEASE November 20, 1924

A COMBINATION AIRPLANE - AUTOMOBILE

With the permission of the author, Mr. Joseph P. Watkins, of the Charlotte OBSERVER, Charlotte, N.C., we are placing before our readers his interesting story of the Scott Dillingham Convertible Driving Plane, said to be equally at home on the ground as well as in the air. The U.S. Patent Office has assigned serial number 721,755 through C.A. Snow & Co., Patent Attorneys of Washington, D.C., for a working model of this invention.

Mr. Dillingham, when interviewed at his home at Asheville, N.C., regarding his invention, gave a detailed description of same, and from this point we quote Mr. Watkins' article as follows:

"Regardless of the nature of a skeptical public's reaction, it involves no betrayal of confidence to proclaim that Scott Dillingham visualizes the early dawn of a day in which the present model automobile will be as obsolete as the cut-under phaeton and the hansom cab. Roads and streets will continue to serve their purpose. But the adoption of his invention will, he declares, put traffic cops in the air, and transfer transportation problems from terra firma to the ether.

The new invention will be equally at home on the earth and in the air. It has all the advantages of an airplane, according to its originator, combined with the comforts and luxuries of the automobile. It can be operated on the streets as any other automobile when that is desirable, but it can take to the air when distance travel is the objective without any other preliminary than to touch the button that spreads the wings.

This is made possible, Dillingham says, by the use of a three-speed transmission located directly in front of a regular six-cylinder, 34-horse power motor, which will develop 408 horsepower on the propeller for flying purposes, making it possible to land and take off in a very short space. Land and street usage is made possible by the application of fan-shaped monoplane style of wings, which fold up against the sides of the fuselage, or body, while on the ground and when being used as an automobile.

When the wings are folded, they are operated by two wing hinge pins located on the side and at the top of the body of the fuselage. They do not fold into the side of the body but extend parallel with the sides of the body and project out only eighteen inches from the fuselage of the body of the driving plane. The interior construction of the wings is made up of sections, each section consisting of two parallel steel rods, braced cantilever fashion, and gradually tapering toward the wing tips. When the wing covering is applied, the wing appears to be in the form of a wide fan-shaped plane, creased for folding. The control wheel for operating the wing mechanism is located in the cockpit, or front seat, accessible to the driver.

The wings are operated and folded from that location by means of cables connecting the leading edges of both wings, and operated with a small reversible cylinder jack. Each wing while in flight is fastened to the fuselage or body by means of two main wing hinge pins and three brace rods. The front hinge pin, twenty inches long, runs through the sixteen wing sections, and is located where the leading edges of the wings meet the fuselage or body, and the rear wing hinge pins where the trailing edges of the wings meet the fuselage. The fittings through which the wing hinge pins go are constructed of steel, and built on cantilever frame work which forms the fuselage. The front brace rod extends from the lower part of the body directly below the front wing hinge pin to midway on leading edge of wing. Another shorter steel brace rod supports the rear trailing edge in like fashion. The third wing brace rod runs parallel with the leading edges of both wings, through and across the fuselage, and is fastened in the middle of each wing, preventing them from collapsing while in flight.

The control in the air is the same as is now used in the maneuvering of air-V-5326, A.S.

planes, made possible by use of rudder and elevators, and is operated from the control cockpit, or front seat, by cables fastened to the rudder and elevators. The rudder is controlled from a rudder bar located in the floor boards of the front seat, and is operated with the pilot's feet. The elevators are controlled by hand with a regulation airplane joy stick.

The motor has two separate transmissions, one located in front of the six cylinder motor block, and used to transmit the power from the motor to the propeller for flying, and by means of this transmission it is possible to produce with a 34 horse-power, six cylinder motor, 408 horse power on the propeller for flying. Therefore, instead of fastening the two-blade propeller directly to the end of the crankshaft, as is now being done on all airplanes, making it necessary for one to take off, or leave the ground, in high gear, by the use of this three-speed transmission, and reverse, it is possible to take off in low gear, the same as starting off with an automobile in low, and after leaving the ground change to second gear until the desired altitude is reached; then throttle the motor down and level the plane out in high, traveling at the rate of one hundred or one hundred and fifty miles per hour, with the throttle only one-fourth open, thereby cutting down the cost of operation as well as saving the motor and making it last four times as long.

When ready to come down, pick out a place of a few feet where there are no wires, and when about one hundred feet from the ground put the propeller in reverse, and as soon as the wheels touch the ground raise the motor, using the reversible propeller as a brake, which will make it possible to stop or slow down to the desired speed within a few feet.

Instead of using the long, sweeping, two-blade propeller, which is now being used, a short, stubby four-blade propeller is used, which has more pitch, and will produce more power than the propellers now being used on all big government DH 400-horse power planes. The four-blade propeller is constructed out of special composition metals, to stand the pressure, and has been proven by tests to be practical and serviceable in every respect.

For ground driving a regular four-wheeled automobile chassis is used, with 56-inch tread, 128-inch wheel base, four disked streamlined wheels, with the regulation automobile rear end, drive shaft, axles, differential and brakes on all four wheels. The rear wheels are used to produce the power while on the ground, the same as on any other car, and are controlled while on the ground with the regulation steering gear and brakes operated from the front seat. When leaving the ground the front wheels are locked into permanent position by a long steering wheel, so that they will be headed straight when landing on the ground again.

The body or fuselage of the driving plane is 22 feet long, four feet, 4 inches wide at the driver's seat, or widest point, and is finished in the interior in Spanish leather in different colors, with all instruments, for both ground driving and flying located near the front seat on the dashboard, in plain view of the driver, or pilot. It also has a luggage carrier behind the rear seat in the fuselage.

The bodies are designed in three, five and seven passenger designs, both open and closed. For the five and seven passenger planes extra construction as to the wing lifting power and balancing of motor and load in the frame must be taken into consideration.

Every feature as above described has been thoroughly tested, according to the inventor, and has been worked out to a practical stage; that is, the three-speed transmission, the four-blade propeller, folding wings, and other necessary minor working details. The working model assembling all these combined features is now under actual construction, and only remains to be assembled, ready for trial flights. It is figured that this driving plane can be produced and marketed at a cost of but little more than a moderate priced six-cylinder car.

The detailed description furnished by Mr. Dillingham has been filed, together with a vast collection of blueprints, drawings and photographs, a prolonged study of which leaves the impression of a giant mechanical butterfly, with fan-like wings, a boxed-in caudal appendage and cylindrical pedal supports. Mr. Dillingham is firm in the belief that it will not be long until his working model will prove the most radical revolution in the transportation world since the perfection of the gasoline engine.

Mr. Dillingham has been at work on the project for the past five years. He says he has spent fifteen thousand dollars in experimentation. Nobody will deny that he is perfectly familiar with automobile and airplane construction. He is the general manager of the Asheville Aviation Company, and was the first man to put flying machines into the western North Carolina ozone for commercial purposes. He asserts that he has nothing to sell, entertains no idea of organizing a stock company and

offering shares to buyers, and is not planning any negotiations for promotion schemes. He has high hopes, however, of building his own first machine and exhibiting it under such conditions as will assure his success in the disposition of subsequent creations. He admits that he is building many air castles around his patent, but exhibits a stock of documents and cancelled vouchers to show that not all of his visions are based on the fabric of a fertile imagination.

It is a long road from receipt of a patent number to the introduction of a patented commodity. But the Dillingham convertible plane, regardless of whether it is going to revolutionize the present method of transportation, is a novelty. The correspondence in reference to it includes a letter from patent office practitioners showing that no similar scheme has yet reached this governmental department. Award of a serial number in the United States was followed by steps to provide Mr. Dillingham with ample protection in all other countries. He will be universally safeguarded when his working model is ready for introduction to the public, he says.

To say that the designer reflects confidence is to give a very mild hint of Mr. Dillingham's feelings about his new project. He believes that the time is coming when a man with money enough to purchase a six-cylinder automobile will no more consult the display of present-day type vehicles than he will visit a buggy dealer and ask to see some designs with the whip socket on the left side. "Why should he?" asks the patent hunter. And then answers his own question. "There will be no reason for it. He can, by the expenditure of the same sum, obtain a convertible plane, take to the air whenever wires do not intercept his passage, travel one hundred and fifty miles an hour without straining his engine, drop whenever he chooses, throw on the brakes at will, park in front of the building where he has business, and give no thought to the question of congested ground space.

It has been known for some time that this young man, well known in North Carolina because of his various exploits, has been tinkering with some such project. In fact, it was announced some time ago that Scott Dillingham was working on an idea that might revolutionize motor traffic. Few, however, knew that his scheme had reached the stage of formal application for a patent and definite assignment of a number for his working model to carry. His rights are now protected for seventeen years. Along about 1941 there may be quite a squabble over adoption of his ideas. But Mr. Dillingham says he isn't worrying about who is going to grab off and appropriate his theories when that time comes. By then he expects his invention to have made him all the money he needs."

THE LUKE FIELD POST EXCHANGE

By Lieut. O.L. Stephens, Air Service
(Continued from previous issue)

One of the important points is the selling price and the comparison with local retail prices. To give you an idea of this a few comparative prices are given below:

	Exchange Price	Local Retail Price
Tooth paste, large	.50	.65
Razor blades, $\frac{1}{2}$ doz.	.40	.50
Talcum powder (regular 25¢)	.20	.25
Watches	\$35.00	\$43.00
Goggles #6	7.50	9.75
Full fashioned silk hose	1.00	\$1.50 to \$2.00
Tooth brushes	.40	.50
Saddle soap	.50	.65
15¢ straight, cigars	2 for .25	.15
\$11.00 Tuxedo sets	7.00	11.00
20¢ shoe paste	.15	.20

These are only a few prices to give you an idea of the difference. The toilet articles, on the whole, are 15% to 25% cheaper than the local retail price. Nothing is sold for a higher price than it is sold for in town. It is said that the Luke Field Exchange sells much of its merchandise cheaper than the other Exchanges over here and investigation in one instance would seem to bear this out.

The Barber Shop was purchased by the Exchange in June, 1923. At that time there were three white enamel barber chairs of late model and since then another

one has been purchased, so that we now have a four-chair shop. The Exchange furnishes all equipment and supplies and the barbers furnish their own tools. At present there are two soldiers and two civilian barbers. It is desirable to get soldier barbers when possible. Over here barbers are scarce and it is very difficult to secure the services of a good civilian barber. A soldier barber always gives better service providing a good one can be secured. Another point in favor of the soldier barber is that he receives 35% on his work and the civilian 60%. The saving by using soldier barbers is considerable and much better control can be exercised over them. At present the barber business runs \$1,000 to \$1,200 monthly.

The restaurant is run by a Chinaman, Chang Ah Gett. The help problem over here would make it a very difficult one for the Exchange to run the restaurant, as most of the help is Oriental or Filipino. We have a very good man in charge at present, and while there are always plenty of complaints in a restaurant, he is giving us very good service and very good quality food. The Post Exchange has never received a bad report from the Department Sanitary Officer, so you may know that the restaurant is sanitary, at least. The restaurant business amounts to \$4,500 to \$5,000 monthly at present, so it is the source of a nice income.

The Cleaning Shop is not what you would expect a cleaning shop to be. The main purpose of this shop is to launder khaki uniforms. The uniforms are cold washed, with the best of soap, starched, dried and ironed. With this process the uniform retains its color and is not worn and torn as it is in the ordinary laundry. This is a very valuable asset to the Post where khaki is worn as it is here. Besides this, civilian suits may be spot-cleaned and pressed. There is no equipment for dry-cleaning on the Post. This shop is run by a Korean; a very hard worker and very obliging. The cleaning business at present is about \$450 or \$500 per month.

The Tailor Shop turns out practically all the Khaki uniforms for the officers and men on the post, besides making whites and mess jackets for officers, and some civilian clothes. With approximately 1,000 men on the Post there is, of course, a very good business. This tailor is a Korean and since coming to the Post has been trained so that now he turns out an exceptionally good uniform and is especially good on English style breeches. In fact, a number of officers have ordered the Pink Bedford Cord and Cavalry cloth and he has made up English style breeches that compare favorably with breeches made in England. The business amounts to \$1,000 to \$1500 monthly, at present.

The Civilian Clothes Shop operated here a little over a year and was discontinued on July 1st last. They carried ready-to-wear suits, hats and caps. We found that this shop had a tendency to encourage a man to go in debt quite heavily in order to get a civilian suit and decided to discontinue the shop. The monthly business was \$800 to \$1,000.

In regard to deliveries, it has been found that they are a source of great annoyance, as is always the case, but during the past year the system has improved until now there is seldom a complaint.

This is an expensive system and the deliveries barely pay for cost of delivering; however, it is one of the points that goes for good service of the Exchange.

If an Exchange is to be a success financially as well as supplying the men, a few important points in its administration from the experience of the present Exchange Officer are as follows:

1. Be sure to get an efficient and dependable steward.
2. Have dependable personnel and only those who do not work by the clock. There is always work to be done in an Exchange and much must be done after hours when the others are resting. (This also applies to the Exchange Officer).
3. Have enough help to accomplish the work to be done without over working them. It is not necessary to get along with too little help. Pay help well.
4. Buy, only, merchandise wanted by your customers.
5. In stocking new articles, buy very limited quantities.
6. Import whenever the saving is enough to pay you to buy in import quantities.
7. Buy on a cash basis, if possible, and then take your cash discount.

In September, 1922, the Exchange purchased a $1\frac{1}{2}$ -ton truck for \$1,850.00. This was a cash purchase and the end of October, when the present Exchange Officer took over the Exchange, there was not enough money to pay current bills. Previous to this time dividends were being declared quite regularly since the Field was new and

the organizations needed money. This, with the purchase of the truck, took all the surplus. The Exchange was just at the point when it could begin to show results.

The following figures for the year 1923 will give you an idea of the business we did:

Total net profit for year	\$13,072.09
Miscellaneous revenues (revenues from concessions including barber shop up until June, 1923, when same was bought by Exchange)	5,274.94
Net income from Barber Shop (after June, 1923)	1,050.54
Merchandise sales for year	68,343.89
Total expense (including general and operating expense, barber operating expense, truck operating expense and depreciation)	7,838.27

It can be readily seen that approximately 50% of the net profit was from concessions and the Barber Shop. During 1923 dividends of \$9169.27 were paid and 132 shares of stock sold to the newly organized 72nd Bombardment Squadron for \$4171.20.

The value of the Post Exchange was increased from \$11,777.11 to \$19,113.78.

For the first six months of 1924 the following figures will give you an idea of our increase in business, due to a largely increased personnel:

Total net profit	\$11,199.68
Miscellaneous revenues (revenue from concessions)	3,866.84
Barber revenue	1,796.60
Merchandise Sales	43,071.87
Total expense (including General and operating, barber operating, truck and food operating and depreciation)	5,948.87

During the first six months of 1924 dividends of \$7,369.78 were paid and the value of the Exchange increased from \$19,113.78 to \$26,716.23 and after June bills were paid there was a balance of approximately \$7,000 in the bank.

In January this year, a Ford touring car was purchased at a cost of \$603.30 for the official use of the Steward and the Exchange Officer.

Request has been made and approved to construct a new building at a cost of approximately \$4,000. Work to be done by troop labor and to be paid for from Exchange funds. Work will probably be started about September 1st. This building will have a 16' x 40' Barber Shop, 40' x 40' store, 20' x 20' office, 20' x 20' store-room, 9' x 12' watchman's room, 9' x 12' receiving room and 9' x 9' receiving platform.

This building will answer the needs of the Post for a building large enough to take care of the present business in a proper manner and allow us to display merchandise in stock. It is expected that this building will greatly increase the sales of the Exchange.

To operate the Exchange there is an Exchange Officer, a Steward, one truck driver, one bookkeeper and four clerks, all of whom are soldiers. A certified Public Accountant is employed by the Exchange to close the books each month and make out the financial statements. He receives \$15.00 monthly for this work.

A successful Post Exchange is a great asset to any post as through its dividends messes are improved, the Squadrons are able to purchase athletic equipment, furnish day rooms, and many other things. On this post it is found to have a great effect on post morale, through the points mentioned in the preceding paragraphs.

The writer has endeavored to give you an article covering all phases of the Exchange. If there are any points in this article which will in any way assist any Exchange Officer of the Air Service, the writer will feel that he has been well paid for the time spent in writing this article.

AIR SERVICE TACTICAL SCHOOL STARTS NEW TERM

The Air Service Tactical School at Langley Field, Hampton, Va., started the 1924-1925 term on Wednesday, October 15th, with an enrollment of 14 students. The following-named officers are attending the school: Lieut.-Colonel A.G. Fisher, Majors J.E. Fickel, J.E. Chaney, F.L. Martin, W.H. Frank, C.L. Tinker, P.E. Van Nostrand, W.B. Duty, Carl Spatz; Captains C.C. Benedict, J.G. Whitesides, Thomas Boland, O.H. Quinn and D.S. Seaton.

In one week this organization flew 85 hours and 55 minutes, which included 15 hours and 35 minutes cross-country time.

A FEAT OF DARING

During an aerial exhibition given at Nevada, Mo., for the entertainment of the Governor of Missouri, there occurred an event which was not on the program and which, but for the skill and daring of Captain C.R. Wassall, 35th Division Air Squadron; 1st Lieut. Fred C. Nelson, U.S. Army Air Service, Instructor of Missouri National Guard Air Service; and Sergeant Jeddie E. Sharp, would have ended disastrously, as the life of Sergeant R.D. Douglas was in jeopardy.

It appears that during the course of the exhibition Sergeant Douglas had planned a feat which would tend to startle the spectators. He was riding as a passenger in Captain Wassall's plane. A rope was tied around his waist and the other end of it was tied to the landing gear. The thrill he supplied was to walk out on the wing tip and jump off. Of course, he only fell the distance corresponding to the length of the rope, and he figured on climbing up the rope and getting back into the cockpit again. He had knotted the rope at intervals to facilitate his hand over hand climb, but made the mistake of placing the knots too far apart and he soon exhausted his strength in his endeavor to make any progress. Also, the rope was fastened to him in such a manner that he could not have extricated himself when the plane landed and he would have been dragged along to certain death. The manner in which Sergeant Douglas was rescued from his unhappy predicament at great risk to the personal safety of Lieut. Nelson and Sergeant Sharp accords with the best traditions of the service.

The incident herein related occurred on July 24th last, on which date the Commanding Officer of the Missouri National Guard caused a General Order to be issued commending Captain Wassall and Lieut. Nelson for their calmness and skill in handling their planes in such a manner as to enable a knife to be passed to Sergeant Douglas, with which the latter cut the rope at a time when Captain Wassall was flying dangerously low over a lake; also Sergeant Sharp for his courage and coolness at the risk of his own life, in that although lacking any previous experience to qualify him he volunteered to ride on the top of the wing of Lieut. Nelson's plane and standing thereon in a high wind succeeded in placing the knife in the hand of Sergeant Douglas, whose swaying body threatened to sweep him (Sergeant Sharp) from his insecure position.

Lieut. Nelson's story of the incident was not received in this office until just recently. It appears that through modesty he made no official mention of it until the Corps Area Commander, 7th Corps Area, on October 15th in transmitting to him a copy of the General Order previously referred to, together with commendatory remarks of intermediate commanders, called upon him for a full report on the matter.

We quote below Lieut. Nelson's indorsement in reply thereto, as follows:

1. On July 24, 1924, while the undersigned was on duty as Air Service Instructor, Missouri National Guard at Nevada, Mo., several planes of the 35th Division Air Service engaged in an aerial exhibition for the entertainment of the Governor of Missouri.
2. The instructor, not consulted in regard to the program and not aware that such a performance was scheduled, was not present but was in the city of Nevada in company with the brigade adjutant.
3. One of the Guard planes piloted by Capt. Wassall had a rope tied to the landing gear. The other end of this rope was fastened securely about the waist and between the legs of Sergeant R.S. Douglass. When directly over the parade ground at about 1,000 feet altitude Douglass climbed from the rear cockpit and walked out the entering edge of the right wing to the wing tip in such a way that the rope hung clear between himself and the landing gear. Once out on the wing tip he startled the spectators by purposely losing his hold on the wing and falling about twenty feet - the length of the rope.
4. He sat in the rope for a time until it stopped oscillating and then attempted to climb the rope to the undercarriage of the plane. In order to facilitate this he had knotted the rope at intervals which he supposed he could reach in climbing hand over hand. But the distance between knots was too great and after several exhausting efforts Douglass gave it up and sat in the end of the rope while Capt. Wassall flew around the field to attract the attention of other pilots on the ground.
5. Realizing that Sgt. Douglass would be killed when Capt. Wassall's fuel was exhausted, several pilots attempted a rescue but without any good result. As stated above, the undersigned was not on the reservation and it was necessary to send a messenger to Nevada with the news of Douglass' predicament. Upon arriving at the flying field it was learned that Capt. Wassall had less than twenty minutes fuel remaining. No one seemed to know how Douglass was fastened, and supposing that

he was seated in a trapeze from which he could leave at will, the instructor decided to pass him a parachute. Lt. Albert Smith volunteered to stand on the wing tip with the parachute in hand and in this manner it was proffered to Douglass, but he refused it, shaking his head and making signs to the effect that he wanted a knife with which to cut the rope. Smith had no knife. We were then some distance from the flying field and there was little time remaining, so the instructor, still unaware that Douglas was fast in the rope, decided to put his wing abreast of the Sergeant's body and let him climb aboard. But Douglas refused this also and as the plane came to him pulled himself up and slid over the proffered wing.

6. In attempting this it was seen that he was securely tied. The only remaining means of rescue was to pass Douglass a knife in order that he might cut himself loose and drop into a nearby lake. Lieut. Smith was landed in a field near the lake and taken to the lake in the brigade adjutant's car prepared to assist Douglass when he should drop into the water.

7. The undersigned returned to the flying field as quickly as possible and again called for a volunteer to stand on the wing tip with half a dozen knives. Sgt. Jeddie Sharp responded and when the plane was next brought alongside Sgt. Douglass, Sharp not only placed the knife in Douglass' hand but closed his fingers over it to make certain that he would retain it. Douglass showed the knife to Captain Wassall who glided down over the lake into the Wind as slowly as possible. Douglass headed himself in the direction of flight and lay as horizontally as possible and when over the lake and about six feet above the water cut the rope. The undersigned followed to the lake to be in a position to observe what took place. Douglass hit the water flat on his back traveling head foremost, skipped once like a flat rock and then sank and started swimming. His strength was nearly spent and he swam only a short distance, but Smith reached him in time to take him in - despite the fact that the boat he started in sank to the bottom.

8. The rescue was not the result of the actions of any one individual but the result of teamwork for which the personnel of the 35th Division Air Service is commendable.

9. Capt. Wassall's plane was equipped with a 150 h.p. motor and that of the instructor with 400 h.p., which made it nearly twice as fast. It was therefore necessary for Capt. Wassall to keep his plane perfectly steady in order that the undersigned might stall alongside and below in his propeller wash with the same speed as the slower plane. Again Capt. Wassall showed excellent judgment in bringing his plane down over the lake at the proper altitude and without bumping Douglass against trees, fences and other obstacles which would have killed him. Sgt. Sharp's performance on the wing tip was wonderful - almost incredible in view of the fact that it was only his second flight in the air. Lieut. Smith was "there like a duck" and seemed as much at home in the water. The performance of the undersigned, however, was nothing more than could be expected from any pilot of seven years' experience in the Army Air Service."

ATTACK GROUP CONDUCTS TACTICAL PROBLEMS

The 3rd Attack Group, Kelly Field, Texas, recently conducted some very interesting tactical problems utilizing radio communication in transmitting information between airplanes and ground forces. On this occasion the ground forces of the Attack Group cleared the airdrome at Kelly Field at 7:00 a.m. and marched to a camp eight miles distant. Immediately upon arrival, the advance airdrome was put in order and the communications section established P C's and field telephone systems. All operations were conducted from this point.

On another occasion the 3rd Attack Group held its Field Problem nine miles east of New Braunfels, on the banks of the Guadalupe River. A motor truck convoy consisting of 51 vehicles commanded by 1st Lieut. F.M. Bartlett left Kelly Field at 7:00 a.m. and arrived at the advance airdrome at 1:00 p.m. The trucks were loaded with organizational equipment, war set, all enlisted men of the Group and four officers. Eight DH's of the Group left Kelly Field at 10:35 a.m., and arrived at the advance airdrome at 11:05 a.m. Planes were equipped with synchronized and tourelle guns and 6 fragmentation bombs each. A complete camp was organized immediately upon arrival of the troops and war time conditions prevailed. On the second day of the problem flying missions were carried out involving the attack and destruction of enemy forces with machine guns and bombs.

A smoker was held in camp on the evening of the second day and excellent entertainment was provided in the form of boxing, wrestling, singing, tug-o-wars, and battle royals. On the third day camp was broken and the expedition returned to

Kelly Field after having spent three days in successful training and pleasant recreation.

LOWERING THE WORLD'S SEAPLANE RECORD ✓

Two Langley Field pilots added another record to the long list of aviation records now being held by the Army Air Service, when on November 7th last Lieuts. Victor E. Bertrandias and George C. McDonald, piloting a Loening Air Yacht, traveled 1,000 kilometers (621 miles) at an average speed of 101.642 miles an hour.

The record set by these two officers raised the world's speed record for this distance in this type of aircraft about 26 miles an hour, for the former world's record was approximately 74 miles an hour, held by Lieuts. Weid and Price, U.S. Navy.

The course traveled over by the officers was a closed triangular one from the boat harbor at Newport News, Va., to Old Point Comfort, to the Naval Base and then to Newport News again. The distance of this course was 25 kilometers, so that the flyers completed the 1,000 kilometers in 40 laps. The flying time spent over the course was 6 hours, 6 minutes and 47-9/10 seconds. The fastest lap time of the entire forty was the thirty-third, which was covered in 8 minutes, 54-9/10 seconds, and the slowest was the first lap, which was covered in 9 minutes, 28-6/10 seconds.

The first 25 laps required over 9 minutes each, and of the remaining 15, 12 were finished in less than nine minutes each, averaging around 8 minutes and 57 seconds, demonstrating that "lap by lap the flyers were doing better and better".

The trial was completed in one continuous flight and all pylon turns were made in accordance with the regulations of the Federation Aeronautique Internationale. The starting time was taken when the plane crossed the starting line at Old Point Comfort, and the finishing time when it crossed the same line after completing 40 laps of the 25-kilometer course.

The Loening Air Yacht used in the test was the same one these two officers piloted sometime ago when they set a new world's record for 500 kilometers, only to have that record broken at Baltimore shortly afterwards.

Mr. C.F. Schory, Representative of the International Aeronautical Association, came to Langley Field as the official representative and, according to his statements, he was well pleased with the record made by the two officers.

THE EAGLE AND THE HAWK

We suppose that Captain A.I. Eagle, lately of the Office of the Chief of Air Service and now stationed at Bolling Field, D.C., is getting pretty "darn" tired of having people make a play on his name for the purpose of unburdening some alleged witticism off their chest. We cannot resist, however, quoting the following paragraph sent in by our Fairfield Correspondent, and which brings to mind the popular saying regarding "Birds of a feather," etc. to the viz:

"Two birds of prey arrived at Wilbur Wright Field by air on October 10th. How, in fact, could they arrive any other way? We certainly did not expect them to walk over from Chanute Field as long as they had wings. These two birds of prey were Captain A.I. Eagle and Private Hawk."

Now if we only had someone in the Air Service named "Buzzard" (and by the way the Washington City Directory actually shows five persons by that name living here) we would have a combination that would be hard to beat.

GENERAL LASSITER INSPECTS FRANCE FIELD

Major General Wm. Lassiter, commanding the Panama Canal Department, recently visited France Field on his annual inspection tour and remained at the field a whole day. He expressed his satisfaction and pleasure at the neatness and cleanliness of the technical equipment and barracks and was greatly impressed by the soldierly presentation made at parade. He exhibited unusual interest in the planes and their accessories and made continued inquiries in regard to their performance and construction. The continued success of France Field in all its undertakings is attracting the attention of the entire Army. Under the untiring leadership of the Commanding Officer, Major Follett Bradley, and the cooperation of the personnel, the reputation of the field is secure and will in all probability expand and extend itself beyond its present limits of confinement.

but one of the many such ~~found~~ ^{found} upon this memorable trip. Here was Nature's book spread out in such a way and written in such a language as to be readily decipherable to the experienced nature student.

And there ahead of us as we ascended to a height of 7,000 feet lay the wonderful Island of Molokai - low and reef-fringed on the nearer end, and rising to great heights into the most wonderful and gorgeous forest-clad mountain fastnesses intersected by silvery veins every here and there - these being the slender waterfalls coursing from a great height and many dissipating into "thin air" ere they reached the earth.

A point of human interest along the windward side of Molokai was the settlement of Kalaupapa. From here to the end of the Island the beauty of the configuration was indescribable. The steep valleys descending rapidly to the sea filled with a profusion of foliage (largely native) and here and there the waterfalls. Hard by from Molokai was mountainous Lanai and beyond that again the Island of Kahoolawe. And now we approached wonderful Maui, whose slopes and latter parts were covered with a wondrous stretch of cultivated lands; and, standing guard over all, mighty Haleakala. The town of Kahului and the harbor was passed at an altitude of about 7500 feet as we skimmed along. It was at this point, I remember, that I thought of the great FRIGATE BIRD, our only competitor in such flights in these latitudes; and I felt somehow that we were beating the bird at its own game.

We passed along with the blue sky and the radiant sun above, and an impenetrable fleecy floor below. Out of this cloud mass stood the summit of the mountain, but other cloud formations partly encircling the summit prevented a good view being obtained. This mattered but little, however, as it turned out, because of the magnificent view that was obtained of the crater on the return journey.

For some time past two gigantic earth masses had been visible. These were the vast twins of Mauna Kea and Mauna Loa. Upon surmounting the clouds in the vicinity of Haleakala, the summits of these masses stood clearly revealed - forbidding black earth-bosoms, standing in a field of white snow-like clouds. Also, though many miles distant, they seemed quite near at hand, owing to the clarity of the atmosphere at that elevation. By contrast - when viewed through denser air, the Kohala shore, though many miles nearer, seemed farther away.

Now the clouds are broken and beneath us, shimmering in the sun is the sea: Alenuihaha Channel - between Maui and Hawaii. The myriads of "white horses" together with the reflected blue of the sky give a most unreal effect; as though the world were inverted, and one were looking down at a kind of "Mackerel Scale" cloud effect. Now, close at hand loomed up the Kohala mountains, a great group, but truly insignificant when compared with the hellish twins of Mauna Kea and Mauna Loa. Passing over Kohala we made a rapid descent from about 8000 feet to the land elevation of about 2500 feet where Mr. Carter of the ranch picked us up in his motor car and whizzed us off to the homestead.

So far, in this, I have described very briefly the journey itself. I have said nothing of my general sensations. But I would like to say that this was my first experience in the air and I found it most thrilling and exhilarating to be outside the world as it were and studying, as I have said, the open book of nature which lay at one's feet. It is obvious, I think, that one can feel that more in the vicinity of Islands than when journeying upon some apparently interminable continent. It might interest the case-hardened pilot, as well as the tyro, to know that such things as "crashes", "forced landings", and similar altogether unpleasant circumstances seemed to one to be only remotely connected with himself. The thought occasioned no fear, but was only casually interesting.

I have found human psychology to be not the least interesting in studying what might be called, broadly, "nature science". I was intrigued, therefore, to dissect my own sensations, as well as those of my friend pilot, Lieutenant Albert Hegenberger. When, for instance, we were at an elevation of about 8000 feet, with soft fleecy clouds beneath, and little apertures through which one could see the water, I wrote on a piece of paper (looking over the side at the same time) "This would be an easy place to fall". The lieutenant's eyes twinkled, a broad grin spread over his wind-swept face, and he nodded pleasantly. In another place I pointed to an air locality where some very fierce-looking clouds were bulging and billowing and rapidly changing their formation; and wrote on the paper "Don't you think we will get a fearful bumping if we get into that?" and the lieutenant again smiled and gave the same pleasant disinterested nod. I formed the idea from these and other occurrences that the experienced pilot had the same feeling as myself; that such things but distantly concern him - although, naturally, both consciously and subconsciously steering clear of all difficulties that his experience had taught him to avoid. I could cite

a number of impressions of interest to the psychologist indicating the rapid "accommodation" of an ordinary human mind to an utterly unusual set of environmental conditions - but, then, the psychologist knows that the human mind has evolved out of such.

I found myself rapidly thinking as we passed over the waters, of gallant Captain Cook, who sailed these seas so many years before in his tiny craft from his home in England - James Cook, who from my earliest boyhood days in Australia had been my guiding star and probably the greatest navigator the world has seen. I, who had wandered in the village where he was born, and had played (and which is but little changed since that day); who had stood in the room in which he had received his schooling; who had visited the little ports of Whitby and Staithes where he had first imbibed his love of the sea and his determination to do things I gazed upon the water and thought of the tragedy and the glory of the great man. I wondered what he and his intrepid crew would have thought had they been able to see the time it would be possible for humans to fly over the water which he traveled through at such a snail's pace in his tiny craft.

On the 19th, we set out from the Parker Ranch at about 8:15 a.m., heading for the famous volcano Kilauea; which, important though it is, is only a vent on the slopes of the mighty Mauna Loa. Soon rising to a considerable altitude, and with a fine view of the ranch and its magnificent herds of Hereford cattle, we passed over some of the cinder cones of the lower slopes of Mauna Kea, and made off up the great valley with Mauna Kea on the left hand and Mauna Loa and Hualalai on the right. The latter is no mean volcano - being over 8,000 feet in altitude - yet it appears small when in proximity to the appalling bulk of Mauna Loa.

From an altitude of 6,000 feet it was practicable to visualize not merely Mauna Loa, but the whole Island of Hawaii, as one vast mound standing on the floor of the Mother of Oceans - the Pacific - a mound which was probably not less than 25,000 to 40,000 feet in height above its base on the floor of the ocean. One tried to figure out the sudden rift in the old ocean's floor, the ingress of hundreds of thousands of tons of sea water, the transformation of this water into gases, which, expanding with untold fury, ejected millions upon millions of tons of molten rock from what was probably an abyss of 30,000 feet in depth, to create a mountain or mountains reaching the present height. Viewed from my vantage point the thought was appalling, yet seemed more understandable than when on the earth. I think air flight does that - it gives one a larger sight and perspective in things terrestrial; just as in a smaller measure does mountaineering.

But immediately underneath and around were terrible evidences of the vast plutonic forces - for here were flow after flow of all ages, showing where the streams had gushed, or trickled, or just squeezed out, in the writhings and paroxysms of a troubled earth. It seemed to me like a great museum of lava flows. One looked down as he passed over, almost expecting to see a label here and there, setting forth the dates and particulars - so clearly was each flow to be traced both to its source and to the point where it had ceased to flow or had entered into the sea. And what a Hell it was! What a place for the pen of a Dante! I confess to a feeling of some trepidation at the thought of a "forced" landing in such a spot.

Passing up the valley and increasing our altitude so as to pass over the saddle between Mauna Kea and Mauna Loa - which here is more than 7,000 feet in elevation - we encountered a cloud. Lieutenant Hegenberger thought it advisable to endeavor to "scale" this, although the top seemed to be just about his "ceiling". Our companion plane (There were two of us on this day) with Lieutenant Wriston, was flying along far below, in an attempt to obtain pictures of the slopes, and as we met the cloud's misty and cold vanguard, we lost sight of our mate.

We were now in the top of the fleece, at an altitude of about 9,500 feet. I was in the after cockpit on this occasion and found it rather trying - what with the cold, the fierce wind, and the continuous roar of the two engine exhausts so near at hand. The view of the summits of Mauna Kea and Mauna Loa from this elevation was superb in the extreme. The floor of the terminal crater of Mauna Kea with its contained cinder cones could hardly be seen.

After flying for some miles, we encountered a sudden opening in the great cloud; and there, far below us, was a circle of earth, with what looked like two great agau holes going straight into the ground. These were the two craters, away to the southwest of Kilauea. We dived through this cloud hole and came to within about 1,000 feet of the earth, over the Kau Desert, and with a map design of numerous earthquake cracks beneath us. Here we first got the sulphurous scent of Halemaumau - whose steam cloud was clearly visible a short distance away.

As Kilauea was our particular quarry on this occasion, we made straight for the crater and as we did so, noticed our fellow plane emerging from the mists from another direction. We passed round and round and (once) in the crater, circled over the Bird Forest, the Ooas, the Ohia and Tree-Fern forest.

The Tree Ferns grow in wonderful profusion, reminding me of some mountain sides in Australia. Looking down on them from a considerable height they suggested a prolific growth of anemones in a sea pool.

From Kilauea we made off toward Punaluu and Hunape on the Puna coast, then followed along the coast-line where the lava flows had met the sea - to Cape Kumukahi (the most distant point of Hawaii), then over a magnificent panorama of forest and coast and cultivated lands to Hilo. After circling about Hilo, we made back to Kilauea once more, traversing the whole series of volcanic vents from the greatest - Makenapuhuh - which was active in 1922 and which was at the moment steaming, to the forest-filled Kilauea-Iki, adjacent to the crater of Kilauea itself.

In making the passage of the Hamakua country we kept in some miles from the coast-line. The scenery here is magnificent. There are many waterfalls. I saw a clear parallel between the rift-like valleys debouching onto the coast here, and the small coast valleys of Yorkshire in England - and, curiously enough, out of which came our gallant Cook, the Navigator, who was killed on this very island.

Then we made the Parker Ranch, having been four and one half hours in the air, with a flight of about four hundred miles. So one felt that he was getting experience.

On the return to Oahu, which was made the next day, the outstanding feature was the approach to, and the passing of, Giant Haleakala. We had a perfectly wonderful view into the crater through the Koolau Gap. The high distant crater wall, and the cinder cones on the floor of the crater itself, with the great flow from the gap to the sea - except for its color, looking nothing so much as a vast glacier flow, in some Alpine regions. This stupendous forest-clad mountain must be seen from the air to be really seen at all. And rapidly approaching Haleakala was a huge cloud mass. But we got there first, and after viewing the splendid scene, found a path through the forbidding vapor-mountain which walled us in on each side. Then out again into the sunlight and down and down - 7,000 feet, to escape a whole bunch of rainstorms - all the time hugging the wondrously-carved face of Maui - Maui the beautiful.

Ascending rapidly again the view of Kaneohe Bay described previously was repeated in the distant reef-enclosed bays of Molokai. Then a delightful flight along and over Molokai and over the sea to Oahu; Then a rapid and "bumpy" descent over Koko and Diamond Head Crater, Kaimuki and Waikiki, and out over the sea to give our Aloha to a number of colleagues who were journeying homeward by Matson Liner to San Francisco. In a few moments we were over the great wireless masts of Pearl Harbor, and were rushing headlong, so it seemed - to earth, where the friendly red soil of Luke Field greeted us with a few gentle bumps.

Great Field for Commercial Aviation.

Now the length of this account has greatly exceeded what I had intended, but I feel that I cannot dismiss the subject without telling of one thought that repeatedly came to me, and has so frequently recurred since. In view of the high state to which commercial aviation has attained in the United States, how comes it that such an eminently suitable field for commercial aviation as the Hawaiian one has been overlooked. Here is one of the best propositions, one would think, in the world. A big inter-island passenger traffic, and great potentialities in tourist traffic, and a means of seeing the Hawaiian Islands in such a way as will spread the fame of their beauty far and wide, bringing such an influx of people as is not otherwise probable. For inter-island business, think of the time saved. We left Parker Ranch at 8:15 a.m. and landed in Honolulu (Luke Field) at 10:30 a.m. Yet that speed may easily be exceeded by safe flying boats, flying at low altitude throughout the whole journey and landing their passengers practically where required in Molokai, Maui, Hawaii and other islands. Even with the natural antipathy that so many have to traveling by air, experience elsewhere demonstrates most clearly that there would be a sufficient percentage of the present passengers ready to travel by air to warrant the initiation of the business. Then what of the mails? There is a great field for someone of enterprise here - at least I think so.

"ED" GETS UNDER WAY FOR HIS JOB AT HIS NEW STATION.

En route (circuitous) from
Crissy to Fairfield
Oct. 12, 1924

To the Editor
a.s. news letter
Wash'n. dist Col.

Dear Ed:

Well Ed it was a great relief to all us boys out on the coast to find out you could write as well as read & your letter to us in a recent no of our paper done a lot to convince each & all that the far west would get a sqr deal in yr cols. Its all right to be fair & open handed with the news & editorial space Ed but theres certain partys at Crissy field has got the idea that maybe you was a little too liberal with the advertising space when you left Rockwell field use up 2 pages free for nothing telling how much better athletes they was than the Crissy boys. What I mean Ed it seems like money being so tight & everything the Rockwell magnets should ought to pay cash for the space used up in this form of self expression.

As for the athaletic contests between Crissy vs Rockwell last summer I dont want to cast no reflections on nobody but what would you think Ed taking a apathetical example if a certain 1st baseman who we will call Joe Bayley dropped 4 easy throws 1 after the other & left the other team for instance Rockwell field win the game & this same 1st baseman come around next day with a couple of new tires on what we will call his car & pretty near the end of the month too. I might say that as the ninety 1st sqdn officers. was all liveing in tents at the time it wouldnt of been any trick at all for some unscrupulous partys to sneak into Joe Bayleys tent obsenely & slip \$10,000 or so under his pillo. I guess if Judge Landis knew all the inns & outs of this thing he would right away hand that big chamber of commerce cup to Crissy field & have all the Rockwell players & Joe Bayley too barred not only from baseball but make it impossible for them to appear in any recognized horse shoe arena or ping pong stadium.

In the last paragraph of his advt the Rockwell correspondent gives out some real information. I am not referring to the place Ed where the old Cub infield combination Evers to Tinker to Chance is mentioned favorably as being in the same class as the \$1,000,000 Rockwell combination Hine to Seifert to Arnold. Leave that go I say. Chance is dead & maybe Evers & Tinker will never hear abt it & sew for liable. It would of looked better though Ed if they had of been more modest & admitted right out that wearas they was pretty good still & all they couldnt quite compare with the old cub treeo & all us boys from Crissy field could of said politely O yes you can, you would half to be as good as the cubs to win games off of us. They wouldn't have no comeback to that. What I mean is the part where they suggest that maybe major Arnolds enthusiasm done a little towards welding the Rockwell athletes into a winning organization. I dont know much abt the fine pts of welding Ed but if getting the boys together beforehand & telling them as 1 man to another that if Rockwell field doesnt win that days struggle whatever it is ---- their hides they can all buy 1 way tickets for Kelly Field that is after they get out of the hospitle - if thats welding Ed Id say that as a 1st baseman major Arnold flang a wicked torch. Why after the Crissy field horseshoe hurlers led by doc Beeson & Bill Taylor had cleaned up on the Rockwell field team capt Ocker the man who introduced horse shoes into the Am army was seen out in back of his quarters with a So Pac time table in 1 hand & stuffing a cushion down inside his pants with the other & it took the combined efforts of Paul Richter & Cy Marriner to convince the capt that as the main serious of events was already win by Rockwell these precautions was unnecessary.

Yrs truly
Pvt Ed
en route

NOTES FROM AIR SERVICE FIELDS

Kelly Field, San Antonio, Texas, October 24.

Lt. Robert B. Williams, 41st School Squadron, with Staff Sgt. Flagg as mechanic, made a very interesting flight to the coast recently. Leaving Kelly Field September 20th, he arrived at El Paso in time to greet the "World Flyers" and accompanied them to the Pacific Coast. From Santa Monica Lt. Williams went to San Francisco, and from there followed the Aerial Mail Route east through Reno and Elko. He also made trips to Salt Lake City, Rawlins, Cheyenne, and Denver. From Denver he went to Amarillo, Texas, and then to Albany where he visited his parents. They returned to Kelly Field the following day. The trip was made without serious engine trouble or mishap of any kind.

Lt. George E. Rice returned to this station October 10, flying a DH4B-P-257 plane. This is one of the new DH's equipped for night flying, and has the wing tip landing lights. The ship was obtained at Dayton and will be used for night instruction at the Advanced Flying School.

Lieut. Dwight J. Canfield, Engineering Officer of the 40th School Squadron, made a test flight in a Martin Bomber, staying in the air 10 hours and 35 minutes and thereby incidentally establishing a new endurance record for heavy bombing planes. The Martin Bomber was of the standard type, but equipped with the auxiliary fuel tanks.

About thirty planes carried enthusiastic aviators from Kelly Field to the Dayton Air Races. Practically all activities here were suspended during their absence, but the benefit derived from attendance at the big Air Meet, in renewing old friendships, and discussing present aviation problems amply made up for the time lost in local work.

McCook Field, Dayton, Ohio, October 29.

At the completion of his temporary duty at Bolling Field and of whatever leave which may be granted him, Major Frank M. Kennedy will proceed to McCook Field and report to the commanding officer for assignment to duty.

First Lieut. Robert Kauch was granted one month's leave of absence from duty. He and Mr. Louis Meister, Acting Chief of the Airways Branch since Lt. Crumrine's assignment to World Flight duties, returned to the scene of their last year's hunting expedition near Schreiber, Ontario, Canada. Discussion is rife as to whether they will bag another bear.

Major Barton F. Yount and 1st Lt. Walter E. Richards made a cross-country flight to Cleveland, Ohio, October 22d for the purpose of inspecting a proposed landing field. They returned October 23d. Orders were received detailing Lt. Richards to the Office of the Chief of Air Service, temporary duty, for the purpose of compiling technical data, available in that office.

Second Lieut. Lyman P. Whitten, student officer at the Massachusetts Institute of Technology, reported at this station on October 26th and was assigned to the Materials Section.

Lt. George W. Goddard reported at this station for duty on October 28th, and was assigned to the Photographic Branch of the Equipment Section. Lt. Goddard's work will be in connection with aerial mapping.

Captain Michael G. Healy assigned to duty at McCook Field, is expected to report about November 11th. He comes from the Hawaiian Department. Captain Healy will serve as Assistant Flight Surgeon at this post.

Lt. H.A. Johnson was granted a sick leave of twenty one days, effective October 13. Lt. Johnson was the pilot of a TW-3 which crashed recently and though his injuries were not serious, he is taking advantage of an opportunity to recuperate from the bruises, the heavy shaking up, and the fracture of several fingers he suffered. His address is Hancock, Minnesota.

Capt. Theos Tillinghast, Project Engineer and assistant to the Chief Engineer at McCook Field, was relieved from duty on November 1st, and transferred to Selfridge Field, Michigan. Captain Tillinghast has been here continuously since early in 1919 and seems through his long association really to belong here. He will be greatly missed.

Major H.A. Strauss and Captain G.E. Brower left on October 28th for Washington to attend a conference of the Nomenclature Board.

Lt. C.D. Morse left McCook Field on October 6th, taking advantage of a thirty day's leave granted him.

Lt. Macready accompanied by Mr. Smith, made a flight to Scott Field, Belleville, Illinois on October 21st for the purpose of addressing the Engineer's Club of St. Louis.

Plans were completed for the Hallowe'en costume dinner dance held in the Auditorium on October 31st.

Major J. F. Curry and Lt. Wendell Brookley returned to McCook Field from a trip by air to Texas where they made an inspection of Kelly and Brooks Field.

Lt. Harold R. Harris, Chief of the Flying Section and principal pilot of the Barling Bomber, has been holding the Barling a small speck of comparative importance since the arrival of a small eight-pound new pilot in the Harris household. It's a son.

Lt. Muir Fairchild returned on October 23d from a trip to Bolling, Langley, Mitchel and Phillips Fields, where he investigated Maintenance problems in the Service.

France Field, Panama Canal Zone, October 13th.

A cloud of sorrow hangs over France Field, caused by the accident which claimed its death toll in Capt. Harry M. Smith, Commanding 25th Bombardment Squadron and injuring, both internally and externally, Lieut. Melvin B. Asp, Staff Sergt. Mooney and a passenger. Capt. Smith during his 3 years of service on the Isthmus acquired, thru his conscientiousness and diligence, an enviable reputation as a pilot. The following record of flying hours will substantiate this statement: time in air since his arrival on the Canal Zone 409 hrs. and 45 minutes; total time in air 837 hrs. and 40 minutes. This is a record of which but few can boast. His accomplishments were numerous and his pride in the 25th Bombardment Squadron, the result of his efforts since its reorganization, was recognized by its members and appreciated to its fullest extent by them. At this writing, reports favor a recovery for Lieut. Asp and St. Sergt. Mooney. The pluck of Lieut. Asp, which is an outstanding characteristic, was evident when we visited him at Ancon hospital where he is being treated for painful injuries of the head. News that Sergt. Mooney was expected to return shortly to France Field was received with much joy. The passenger was only slightly injured and his condition is not serious. His recovery is just a matter of time.

A Registered Trap Shoot held at France Field on Sunday, Oct. 5th, was participated in by a total of 17 dyed-in-the-wool artists. Besides the American Trap Shooting points given to high gun for the day, 4 silver spoons with the A. T. A. seal were distributed according to the Lewis Class System of Division and 4 leather shell boxes were given and were won by J. R. Strauss, Baldy Watson, (Mayor of Montelirio), Lieut. Chase (Navy) and "Sister Benton. The points and spoon for Class "A" were won by Capt. Randolph with the high score of the day of 89-100. Class "B" spoon was won by Walter Bower, score 84-100; Class "C" spoon by Mr. Yard, score 78-100; Class "D" spoon by Lieut. Webster, score 60-100. In addition to the above prizes, there were money options on each 25 birds which was participated in by the majority of shooters. In the event of doubles, Walter Bower was high with 44-50; Mr. Jones, 2nd. with 41-50, and Capt. Randolph 3rd, with 39-50. All in all the day's shoot was a wonderful success, and it is hoped that the Army throughout the country will stimulate more interest in trap shooting and that a team will be gotten together to enter the 1925 Olympic's. There will be another Registered Shoot held here in the near future.

The France Field Pistol Team returned from abroad where they competed in the National Pistol Team Match, held at Camp Perry, Ohio on Sept. 27th.

In the Team Match, France Field finished fifth, winning a badge, with a total score of 1217. The individual scores for the Team Match are as follows: St. Sergt. Wilson 275, St. Sergt. Silvers 249, St. Sergt. Shuey 245, St. Sergt. Nikulane 229 and St. Sergt. Shephard 221. In the individual Match of 264 entries, St. Sergt. Wilson scored 246, St. Sergt. Shuey 244, St. Sergt. Nikulane 242, St. Sergt. Silvers 242, St. Sergt. Shephard 234, Pvt. Royal 232, and Pvt. Sislock 224. Those who received distinguished badges, were St. Sergt. Shuey and St. Sergt. Shephard.

The majestic entrance of the King of the Horse-hide Season finds France Field with a collection of Swat artists and elusive pill stoppers which could easily wrest from Washington, if given the chance, the title of "World's Champion" which that team now holds. The Air Service Baseball entry for the

Canal Zone season will surely prove a thorn in the side of any team who might aspire to win this year's pennant. With an infield lineup which resembles the Great Wall of China, an impassable trio in the fields, a battery of cannon ball twirlers and glue-glove catchers together with a million dollars worth of Subs., makes one shudder at the odds one will have to lay on France Field, but, as sure thing Casey say's; "Bet your money and watch your bankroll swell."

Phillips Field, Aberdeen Proving Grounds, Md., October 30.

Phillips Field was represented at the International Air Races by the MB-1, which won the Dayton Chamber of Commerce trophy, flown by 1st Lieut. D.M. Myers, accompanied by Staff Sergeant P. Ceccato. This is the second time this ship has won in the International Air Races, having won the St. Louis Chamber of Commerce trophy last year when flown by Lieut. H.L. George. Lieut. Bond and Staff Sgt. Hudson (2d Lt. Reserve) also flew in the race, having borrowed planes at McCook Field. On each of the three days of racing a smoke screen was laid across Wilbur Wright Field by the smoke screen ship from this station piloted by 1st Lieut. P. Melville.

First Lieut. B.S. Thompson is now commanding the 49th. Squadron and the 59th Service Squadron Detachment at this station vice Capt. R.B. Hough, Jr., who was transferred to Chicago.

Second Lieut. J.A. Austin reported to this station for duty from the Advanced Flying School at Kelly Field. He will assume the duties of Squadron Adjutant vice 2nd. Lieut. F.M. Seward who will become Adjutant, Air Service Headquarters.

Lieut. Bleakley returned from three months' leave, the major part of which he spent touring Europe.

Tech. Sgt. S. J. Davis, who crashed on this Field in a Sperry messenger August 18th and is now at Walter Reed Hospital, is reported improving nicely.

The cloud dispersing experimental laboratories, which were on this Field for some time, have been transferred to Bolling, D.C., where experiments will continue under the direction of Dr. Warren of Harvard. Major E. A. Lohman and Lieut. F.M. Seward ferried the two cloud dispersing planes to Washington, returning in the MB-1 with Lieut. Bleakley.

Tests of bomb dropping on hard surfaces, formerly carried on by the lighter-than-air unit at this station, is now being carried on by the heavier-than-air. An airship is expected here on or about the 10th of December to replace the TC-2 which was wrecked at Langley Field.

Everyone on the post is looking forward with interest to the football classic of the Post each year, the game between the 18th Airship Co. and the 49th. Bomb. Sqdn. The 18th has won the past two years, so the 49th will be out to give them a battle to keep it from being three straight.

Several parachute tests were made this month from low altitudes to determine how quickly a parachute will function. All tests were successful, one parachute being dropped from 150 ft., and opening almost instantly.

Bombing with a supercharger NBS-1 over the camera obscura at altitudes varying from 4,000 to 12,000 ft. was carried on during the past month, one and six hundred-pound bombs being carried.

Lieuts. Bond, Barker, George and Hebert from this station attended the annual Machine gun and Bombing competition at Langley Field, Va. in October.

The MB-1 from this field was flown to Hartford, Conn., to participate in the Air Meet held there on October 18th, being piloted by Lieuts. Bleakley and Fasteneau. Corporal Surdam and Private Stevens, of the 49th Squadron, made live parachute jumps, the latter winning first place.

Wilbur Wright Field, Fairfield, Ohio, October 23.

Among those who recently returned from successful hunting trips are Lieut. H. A. Bartron, who went to Maine and New Brunswick, and Warrant Officer W. O. Brewer, who was in Illinois.

Major H.J. Knerr and Captain Henry Pascale left Wilbur Wright Field on October 18th for Fort Sill, Oklahoma. They took with them two Spanish Officers- Lieut. Colonel F. Espallesgas and Major V. Casajus. Both of these gentlemen are connected with the Spanish Embassy at Washington.

On the same day, Major A. W. Robins and Lieut. C.E. Thomas, Jr. flew to Chanute Field; Lieut. H.H. Mills, with reserve pilot Jack Laass, flew to Buffalo, N.Y. and return.

On October 21, Lieut. C.A. Cover and Mr. W. D. Kennedy flew to Chanute Field and returned on the following day.

On Oct. 22, Lieut. G.V. McPike, accompanied by Mr. William Ewing of the Maintenance Branch, started for the Pacific Coast in a DeHaviland airways plane which had been reconditioned at the Repair Shops at Wilbur Wright Field. They expect to go by way of the air mail route and to return by way of San Diego, Tuscon, El Paso and San Antonio. They will inspect supply and engineering activities at all Air Service stations enroute, spending most of their time at Rockwell and San Antonio. During Lieut. McPike's absence, Lieut. C. E. Thomas, Jr. will be in charge of the Material Branch of the Field Service Section.

Major and Mrs. J.H. Rudolph are at Milwaukee, Wis. for a short leave of absence. Lt. H.H. Mills is the acting Engineer Officer.

Clark Field, Pampanga, P.I., September 20.

Flight "A", 28th Bombardment Squadron, consisting of Five D. H. 4's and Two Martin Bombers, arrived here from Camp Nichols, Rizal, P.I. the morning of September 12th, the officers which manned the same visited the various officers of this station until the late afternoon, when they took off for their home station.

The officers of the Third Pursuit Squadron have been busy afternoons of the past week in the Air Service Golf Tournament. The semi-finals were played by the following two-somes: 1st Lieut. F. V. H. Kimple vs 1st Lieut. G. H. Beverley the former taking the cherries in One up; 1st Lieut. P.L. Williams vs 1st Lieut. R. W. Camblin played a tie and will play the same off. The finals will be played Sunday.

Master Sergeant Ward H. Rice was taken to the Camp Stotsenburg hospital with a severe case of blood poisoning. 1st Lieut. P.L. Williams piloted a D. H. with Flight Surgeon E. G. Reinartz as passenger to Camp Nichols where the latter secured a supply of Anti-streptococcic serum for the treatment of Mr. Sgt. Rice, they returned to this station in two hours from the time of departure thereby saving thirty hours in the delivery of the serum and more than likely prolonging the Sergeant's life, as he is rounding to nicely and will be on the job ere long.

The Volley Ball Team of the Third Pursuit Squadron won their first game in the International League of Camp Stotsenburg, Sept. 13th by trimming the Loyal Cavalry team of the 26th Cavalry 21 - 5 and 21 - 1.

The officers of this Field are organizing a base-ball team to play a series of games with the officers of the 24th Field Artillery during the Sports Carnival to be held at Camp Stotsenburg, Oct. 24, 25 & 26th.

Two DH's and Six M.B's were used in a joint maneuver with the 26th Cavalry and the 24th Field Artillery, September 19th.

Twenty-five candidates for the Third Pursuit Squadron Base-ball Team are busy daily limbering up, and the Sqdn. should hold their own with any of the teams that they might meet during the coming season.

Clark Field, Pampanga, P.I., September 27.

A Track and Field Meet was held at the local field. Activities started early in the morn with a Volley Ball Game, Officers vs Enlisted men, the former taking it by the following scores: 13 to 21, 21 to 16, 21 to 10. All of the fans are still trying to dope out why 1st Sgt. B. K. Wonson appears on the court with a Star on the front of his shirt, the next event, a tug-of-war between the 1st and 2nd Platoons, proved a real noise-maker, as all of the fans present were rooting lustily for their favorite team. It seems that the rooting helped, as neither team gave an inch for twenty minutes and then the first platoon, captained by Stf. Sgt. G.A. Wiggs, started to slip, Stf. Sgt. E. Micky, captain of the 2nd had his team dig in and the war was over in 55 seconds. Pvt. H. Paul showed us all that he could jump a little by hopping 20 feet, 9 inches. Considering that he just arrived in the Islands on the last Transport he will no doubt do better than 25 feet after he is acclimated. The only other event worth while mentioning was the base-ball game between the officers and Third Pursuit Sqdn., which gave the fans as many thrills as they might see on the Big Time. They battled ten innings to a score of 6 to 5 in favor of the Squadron, Danny (Gladys) O'Brien, our young telephone operator, driving in the winning run with

a Texas Leaguer. Sunshine or Fair Weather Wittkop started to hurl for the officers and was relieved in the seventh by Doc Reinartz. From all reports, Sunshine should be on the Big Time and every one here is hoping that Commisky and McGraw will leave Manila out of the schedule for their world tour this fall, as we want to keep this tiny ray of sunshine with us, as in the game of Wednesday, Kimble featured with his performance back of the bat and on the coaching lines with his witty cracks.

The Third Pursuit Squadron's base-ball team opened the Pampanga League season today, having as opponents the team which will represent the Salts brigade of Camp Stotsenburg, our team proved to be a trifle too fast for the pill rollers, as they walked away from them in the 9th with the score 8 to 5, Schutt and (Gladys) O'Brien, two recruits who recently arrived here, showed that they had played a little on the sand-lots in the States as they had the "Gooks" breaking their backs trying to reach the old pill, Geo. Scott, another recruit, who is playing third base, scoops them up from all angles and is like a streak of lightning on his dogs.

The officers and ladies of the 26th Cavalry & 24th Field Artillery held a Forty Nine Party, Friday night, all of the officers and ladies of this Field and seven couples and six bachelors from Camp Nichols were in attendance and from all accounts a pleasant time was had by all.

The officers and enlisted men who arrived on the "Thomas" on August 26th are about oriented now, as some are already planning to apply for an extension while the balance is kept busy figuring the months, weeks, hours, minutes and seconds remaining in their two years' tour.

1st Lieut. R. W. (Pa) Camblin eliminated 1st Lieut. P. L. Williams from further play in the Air Service Golf Tournament when they played off their tie of the semi-finals last Saturday, taking it in three up and to prove that he knew a little about the game he stepped out Sunday and grabbed the finals from 1st Lieut. F. V. H. Kimble three up, thereby adding a hand painted garboon to his huge collection of trophies.

Our genial Flight Surgeon, Capt., E. G. ("Doc") Reinartz, who is it in Athletics at this station, announced the line-up of the officers' base-ball team for the coming season. They will line up in the batters box and on the field as follows: 1st Lieut. F.V.H. Kimble, Catcher; 1st Lieut. W.A. Maxwell, Short Stop; 2nd Lieut. B.W. Chidlaw, 1st Base; 1st Lieut. P.L. Williams, 2nd Base; 1st Lieut., W.M. Lanagan, 3rd Base; 2nd Lieut. J.W. Spry Left Field; 2nd Lieut. O.R. Cook, Center Field; Capt., E. H. DeFord, Right Field; Capt., E.G. Reinartz & 2nd Lieut. H.M. Wittkop, Pitchers. 1st Lieut. G. H. Beverley and Roy W. Camblin, Substitutes. They staged their opening game Wednesday, having as opponents the team which will represent the Third Pursuit Squadron in the Pampanga League this season. Considering the limited practice both teams have had they put on a rather wonderful exhibition, playing a seven inning tie 5 to 5. The feature of the game was the coaching of Lieut. Kimble who evidently took quite a few lessons in this fine art from the one and only Nick Altrock before departing from the States. 1st Lieut. R. W. Camblin took off the part of Hank O'Day to perfection.

Mst. Sgt. Ward H. (Rusty) Rice is out of the hospital and raring to go once more. Rusty claims he received wonderful treatment while in the hospital but he had one complaint to register, it seems they soaked his infected arm in pure grain alcohol for seventy two hours and it absorbed some 14 Quarts of the precious fluid, with never a kick.

Rumor has it that either the rain or sun-shine has got 1st Lieut., (Paw) Camblin at last, as we hear he is seriously contemplating making application for a one year extension to his present tour of foreign service.

The Grand Lodge of Toreadors are holding their annual conclave during the present siege of rain. Our representative reports that there is a spirited race on for the crown between Capt. E. H. DeFord, 1st Lt. Warren A. Maxwell and 1st Lieut. W. M. Lanagan.

When Sgt. Benjamin F. Runyon of the local P. A. D. learned that we were surrounded by the enemy, his only worry was that the roads to Angeles would be clear of the enemy by Saturday night, so that he and his side-kick Sgt. R. C. (Carabo) Parritt could pay their weekly visit to the city, evidently the Top-kick heard the echo as Sgt. Runyon headed the guard detail today.

Rockwell Air Intermediate Depot, Coronado, Calif., October 17.

Major S. W. FitzGerald returned from Dayton, Ohio, where he had gone to attend the Air Races.

Lieut. Horace Kenyon, A.S., Commanding Officer of Clover Field, Santa Monica, Calif., accompanied by Lieut. Grant, a reserve officer, dropped in for an engine change in Curtiss #25-20 and left the same day for the northern field. Lieut. Chapman, O.R.C., Clover Field, accompanied by Mr. Brown, also visited the Depot during the early part of the week.

Warrant Officer Charles Payne was granted a 15-day leave of absence for the purpose of exterminating the ducks on Barrett and Morena Lakes, but it is hoped by the duck shooters on the Island that Charley will have a heart and leave just a few for a week end party before the season closes. The writer is also wondering who is rowing the boat for him this season.

Hqrs. 2nd Division, Air Service, Fort Bliss, Texas, October 17 - 24.

The following cross-country flights by personnel from this field were made during the above period: Sergeant Pierce to Donna Anna target range on October 22nd to bring Col. Gaujot to Fort Bliss; Lieut. Douglas to Chanute Field, Ill., October 20th to ferry Pvt. H. G. Davis to the Air Service Technical School at that station, returning October 24th; Lieut. Weddington and Sgt. Thodes made a photographic flight to Tucson, Ariz., to photograph landing fields.

Major Hefferman returned to this station October 19th from a three weeks' trip by air. After witnessing the Air Races at Dayton he went to New York, Wilkesbarre, Pa., and Washington, D.C.

Captains Ocker and Irwin arrived at this station Oct. 22nd from Post Field, Okla., and departed for Rockwell Field the following day.

The Airship "Shenandoah" passed over El Paso and Fort Bliss on the morning of October 23rd on its flight to Fort Worth, Texas.

The following changes in personnel at this station occurred during the period above mentioned: Sgt. James R. Lauderback was transferred from Hqrs. Troop, 2d Cavalry Brigade, to the 12th Obs. Sqdrn., October 21st; on the 23rd he was rated Specialist, sixth class. Staff Sgt. Simpson returned from a ten-day furlough. Staff Sgt. A. E. Johnson, discharged from the service on October 10th., reenlisted the following day; Staff Sgt. D. H. Simpson reenlisted on October 12, he having been discharged the previous day. Privates Levy A. Freed and John T. Frost were transferred to the Air Service Technical School at Chanute Field, Ill., and departed by airplane with Lieuts. Gale and Weddington piloting the ships. Private Gamble, on detached service at Marfa, Texas, returned here on Oct. 17th in airplane piloted by Sgt. Pierce. Captain Boch arrived here from Kelly Field on October 17th. Orders have been requested for Staff Sgt. McNally to go on detached service at Douglas, Ariz., to relieve Corp. Baskas from that duty.

A formation flight was made by Major Hefferman, Lieuts. Morris and Clark, and Sgts. Tyler and Pierce on Oct. 22nd for the Commanding General, 8th Corps Area, while he was reviewing the troops at Fort Bliss.

Captain Bender and Lieut. Clark made a liaison flight with the 1st Cavalry Division on October 24th.

Camp Nichols, Rizal, P. I., August 26.

The usual excitement attending the arrival and departure of the transport was prevalent during the week. During the few sunshiny days the pilots did a considerable amount of flying, but an end was put to these activities very abruptly by a visiting typhoon. On Tuesday morning some practice in formation flying was done by Captain Beam, Lieuts. Harper, Vanaman, Greer and Gullet. The results were not very satisfactory and with the appearance of the sun once more this work will begin again - the usual reception of the good ship "Thomas" will be accorded by the Air Service. Several MB3a's will be sent down from Clark Field to do some acrobatic flying to give the new arrivals a thrill or two - not believing they had enough while braving the China Sea during the typhoon season.

Major Weir, our Commanding Officer, accompanied by Lieut. Dunton, made a trip to Clark Field in one of the new Martin Bombers.

The 28th Bombardment Squadron reports the following operations for the week: On the 18th, Lieuts. Vanaman and Self in two DH's flew to Clark Field on a photographic mission, returning same date; on the 19th, Major Weir, observer, and Lieut. Dunton, pilot, in a Martin Bomber, flew to Clark Field on official business; returning same date; on the 20th, Captain Beam led a formation of five DH's and two NBS's, for the purpose of training, Capt. Beam, Lieuts. Harper, Vanaman, Gullett and Greer flying the DH's and Lieuts. MacIver and Skanse flew Martin Bombers; Lieut. MacIver, pilot; and Lieut. Walker, observer, in a Martin Bomber, flew to Clark Field for the purpose of ferrying supplies to that station, returning same date; Lieut. Kirksey in a DH flew over Fort Wm. McKinley and vicinity for the purpose of reconnaissance; Lieuts. Umstead, pilot and Beaton, observer, who are stationed at Kindley Field, flew one of our DH's to Clark Field, returning same date.

Notes from the 42nd Air Intelligence Section

At the present time everyone is busily engaged writing home about the terrible typhoon that almost hit Manila the other day.

It is no longer necessary for the members of this section to wear smoked glasses, as Private Highfill (having doubtlessly heard of the retirement of some General and planning on putting himself in line for promotion) has gone to West Point Prep school and taken his smiling face and flaming thatch along.

He is (mis) quoted as saying that he would consider an appointment as Captain if there are no vacancies for Lieutenants when he graduates.

- Social Notes -

At the Manila Hotel on Saturday evening, Major and Mrs. Benjamin G. Weir and Captain and Mrs. Frederick I. Eglin were given a despedida dinner by the officers and their wives of Camp Nichols. The table was most attractively decorated and among those attending were; Major and Mrs. Geo. E. Reinburg, Captain and Mrs. Rosenham Beam, Captain and Mrs. Morris Berman, Capt. and Mrs. Samuel E. Brown, Chaplain and Mrs. R. E. Boyd, Lieut. and Mrs. J.L. Alverson, Lieut. and Mrs. Harry A. Dinger, Lieut. and Mrs. Mark H. Redman, Lieut. and Mrs. R. V. Ignico, Lieut. and Mrs. Arthur W. Vanaman, Lieut. and Mrs. Milo McCune, Miss Frances McCune, Lieut. and Mrs. Robert E. Self, Lieut. and Mrs. Peter E. Skanse, Lieut. and Mrs. Clarence R. MacIver, Lieut. and Mrs. Warren A. Maxwell, Lieut. and Mrs. Norman D. Brophy, Miss Lola LaValley, Lieut. and Mrs. Delmar H. Dunton, Lieut. and Mrs. Guy Kirksey, Lieut. and Mrs. H.Z. Bogart, Lieut. and Mrs. Kenneth N. Walker, Lieuts. Jack Greer, Samuel O. Carter, and John S. Gullet.

Mrs. Geo. E. Reinburg, the popular and charming wife of Major Reinburg, Commanding Officer of the U. S. Air Service of the Philippines, will sail for the United States on the transport, "Thomas, accompanied by her two sons George E. Jr., and Hunter. Mrs. Reinburg will return to Manila in January.

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

Usual garrison duties were performed at the Post during the entire week. The prevailing good weather caused an unusual amount of flying activities. It seems that all the new officers are most anxious to "try the air" in the tropics. Perhaps such wild tales have been told them by some of our departed, that they want to see for themselves. However, the most important thing for them at present is a mail boat in the harbor. We old timers can appreciate their feelings along that line, and we only hope they aren't disappointed - it's too expensive in this country.

A swimming meet is to be held at Fort William McKinley during the latter part of this month. All of the post aquatic marvels are practicing daily. It rather appears they are training for an endurance test. We hope, though, that we will make a real showing.

We are quite fortunate in having two officers who helped to draw up the present supply system and cost accounting system to be assigned to this department. The cost accounting clerk says everybody is going to want his job now, its so simple - we haven't heard from the supply but we judge they, too, are going to find things quite easy now.

Colonel Sam Johnson from Mindoro paid us a visit during the past week. From his glowing tales of the wild life of Mindoro (that "wild" is meant to be interpreted as uncivilized) everyone who hasn't made this trip is trying to make it. Colonel Johnson's hospitality is so well known among Air Service officers that we are expecting a few "detached service" requests to show up pretty soon.

The 28th Bombardment Squadron reports the following operations for the past week: On the 8th, Lieuts. Harper, Vanaman, Bogert, Blair, and Snavelly flew in formation of five DH4B's; on the 9th, Lieuts. Vanaman, Kirksey, Greer, Carter, Walker and Snavelly flew in formation of six DH4B's; on the 10th, Captain Beam and Lieuts. Monahan, O'Connor, Kessler, and Gross flew in a formation of five DH4B's; on the 11th, Lieut. McCune, Pilot and Lieut. Bogert flew two DH's to San Jose, Mindoro, returning same date; on the 12th, a formation of five DH's and 2 NBS'ls flew to Clark Field, returning same date; Lieuts. Harper, Monahan, O'Connor, Kessler and Gross, flying DH's and Lieuts. Skanse and Dunton, flying NBS'ls. On return from Clark Field, the formation flew over Mariveles, Corregidor Island and Manila Bay on a reconnaissance mission for the purpose of familiarizing the new officers with the surrounding territory.

Major Reinburg, observer, and Lieut. Skanse, pilot, flew to Clark Field in a NBS'1 on official business on the 13th, returning same date.

The 66th Service Squadron reports that most of the construction projects they were working on are completed. The gas and oil tanks were set in their concrete foundations and are completed. The partitions and inside work of the hangar are almost completed. The Squadron received a number of new men on the last transport and at present is functioning properly. The Post Supply Office has also been moved into the 66th's new hangar, this being the most conveniently located place on the post for this office. Lieut. Blair is in charge and the problems that the supply system have presented in the past are rapidly diminishing.

- Notes from the 42nd Air Intelligence Section -

Since Private Snead, the office husky, has begun taking boxing lessons, the balance of the outfit has decided to carry brass knuckles or pieces of lead pipe to keep him in his proper place.

With the big Department athletic tournament impending, everyone is shaking the kinks out of his muscles and all mess sergeants had better take note and prepare "raw" beef garnished with gun powder to satiate the appetites of the Dempseys, Paddocks and Ty Cobbs.

Sergeant Wilkins breezed in with the information that he has just taken over the job of flight commander, Flight "A", Paranaque Jennie Aerial Transit Association. It is hoped that Jennie will take off and stay in one piece.

LANGLEY FIELD - Virginia, October 26th.

The bombing and machine gun matches which were in progress at this station since October 8th, have been moving along without a hitch and good weather prevailed throughout. The visiting pilots finished their work in the matches and most of them returned to their home station, leaving the Langley Field officers to do their machine gun work and bombing which will conclude the matches.

A very unfortunate accident occurred late Monday afternoon when Lieuts. Sessions and Drumm crashed about one mile from the field. The Officers were doing low altitude bombing when the motor cut out. They were unable to make the field and in trying to get into a small field Lieut. Sessions, who was piloting the ship, struck some trees. It was one of the most complete wrecks that has been seen on Langley Field for some time and, according to all, both men were lucky to get out alive. Lieut. Drumm received cuts about the face and a broken jaw while Lieut. Sessions received minor cuts about the face.

19th Airship Company -

During the week Oct. 16th to 22nd this organization has been actively engaged in observation work in connection with the Aerial Gunnery and Bombing Matches. The Airship TC-4 made daily trips carrying visiting observers to the high and low altitude bombing ranges, and observers maintained constant observation on the gunnery range from a captive balloon. Ground observation for all bombing ranges has been in charge of Capt. Wm. O. Butler, Air Service.

50th OBSERVATION SQUADRON

During the past week this squadron, through hard work and better flying spirit, has been keeping the ships in excellent condition for the machine gun competition now being held at this station, with all compliments and no complaints. Although we have nine DH4B airplanes, one CO-4, one DH4B-4 (Airways) and two JNS1's, we have them always in commission and ready to fly. Six of our DH4B planes are equipped with machine guns and radio. Two JNS1 planes are equipped with gliders. All of our ships, excepting the JNS1's, have been flown, during the past week with a total of 67 hours and 96 flights with no accidents occurring.

Taking the men on the post football team, the 50th Sqdn. furnished nearly a complete team in itself, including Sergeant Foster, ("Cy" as he is generally known around the Peninsula), Privates Conover, Eldridge and McVey. These men are huskies and always "raring" to go.

We hope to get a basket ball team this fall which will far excell any team on the Peninsula. We still have some of the boys who were on the last year's team who are anxious to get in condition. This outfit is going to give opposing teams some fast and high-tone playing when the time comes.

58th. SERVICE SQUADRON

On October 4th, the 58th Service Squadron gave a dance to celebrate it's third anniversary. We were honored by the presence of Captain P. J. Mathis, Post Adjutant, Lieut. C.N. Mentieth, Company Commander, Lieut. John R. Drum, our engineering officer and Lieut. Booker, who at one time was with this outfit but later sent to Panama.

Each and every one seemed to have spent an enjoyable evening, especially the fair sex, who came over from the surrounding towns in "Flivs", (all colors) and in transportation furnished by the Commanding Officer. The ladies were gaily dressed in up-to-date styles and displaying all varieties of paints and other things that the latter day flapper flaps.

The Squadron day room (that has been) what might be called a shower bath every time it rained, is now undergoing repairs, for which most of us are thankful and not only is it looking good but from appearances we get now we will have an up-to-date place to loaf this winter. From some remarks made by the Squadron carpenters you may readily see why we have had such a hard time and are still having it trying to get a good rest room. "Getting material from Capt. Simpson is like getting out under age after your fourth enlistment".

Chanute Field, Rantoul, Ill., November 5th.

The following cross-country flights were accomplished successfully by student officers during the week end of November 1st:

Lieuts. Lowe, Fitzmaurice, Weikert and Williams to Scott Field, Ill., for the purpose of ferrying prospective students to the Air Service Technical School. Returned November 2nd.

Lieut. Baisley attempted a hasty flight to Camp Custer, Michigan, in a Sperry Messenger but unfortunately was forced to land not far from Chanute. Nothing daunted by this mishap, he procured a JN4H and proceeded merrily on his journey, returning on the 2nd.

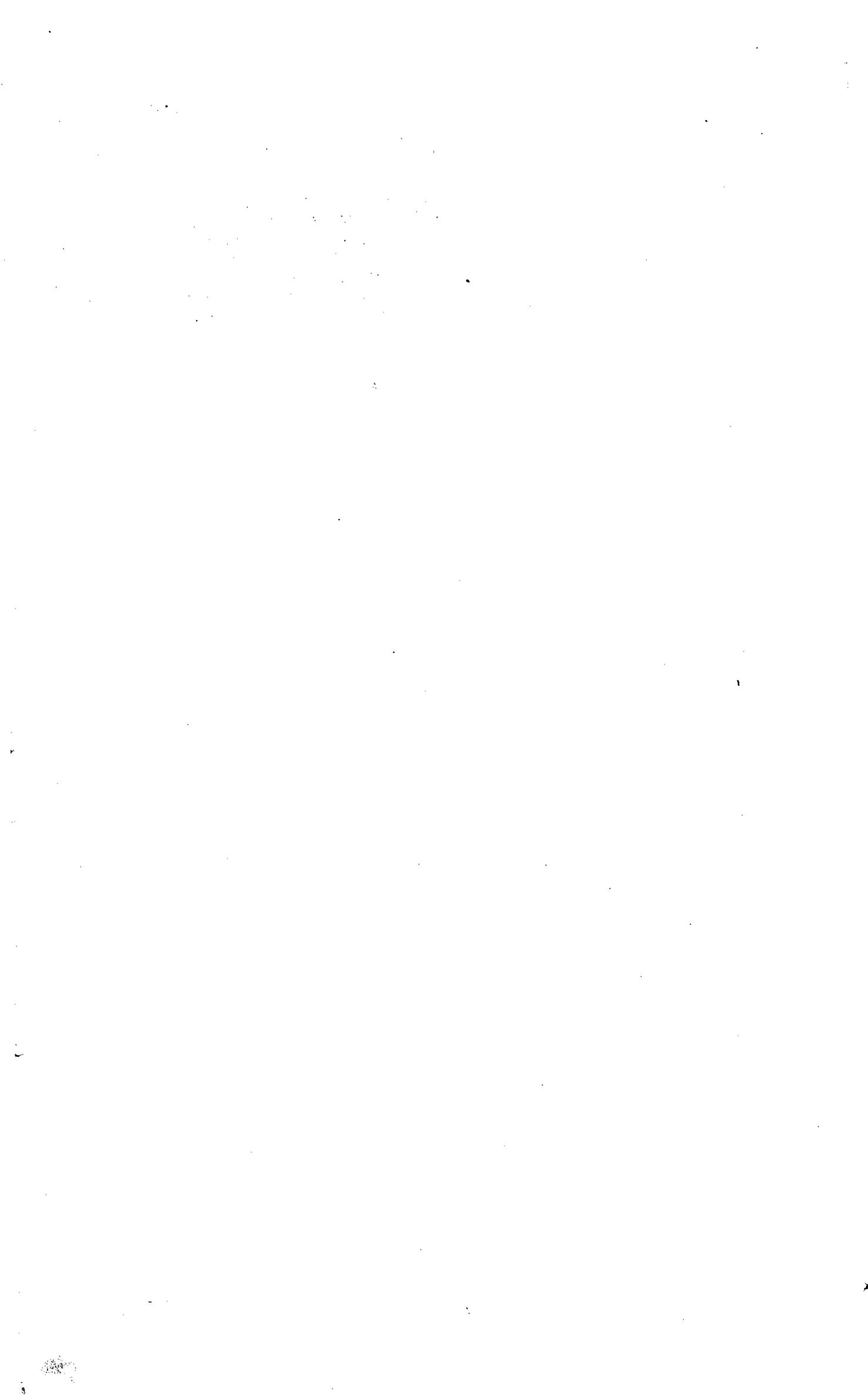
The Martin Bomber ferried a number of enlisted men to Louisville, Ky., recently for the purpose of driving trucks to the field. A faulty motor on the Bomber prevented an expeditious return. A hurry up call was sent to Fairfield and a new engine was at Louisville two days later, via another Martin, and was installed in the disabled ship.

The first game of the inter-organizational basketball tournament was played Monday evening, November 3d, between the 15th Squadron and Section "A", A.S.T.S. Detachment. It was a battle from start to finish, Section "A" only winning in the last quarter by superior team work. Score 13 to 20.

The enlisted men of the field enjoyed a Hallowe'en party in the Hostess House under the direction of Chaplain Fitcher, ably assisted by the wives of the post non-commissioned staff. An entertaining program, followed by dancing, kept those attending pleasantly occupied until a late hour. Light refreshments were served.

Lieut. Leo H. Dawson, A.S., participated in the exercises held at Culver Military Academy, Culver, Indiana, November 1st. commemorating those connected with that institution who lost their lives in the World War. Notable representatives of the military, naval and marine branches of the service were present, as well as foreign ambassadors. The trip was made by air.

Hallowe'en depicted piquant merrymaking in the officers' club at the field when the commissioned personnel entertained their wives and friends with a novel party where costumes other than overalls and gingham gowns were taboo. The club was appropriately decorated, cornstalks and pumpkins being the predominating adornments. Refreshments suitable to the occasion were served the guests, and the evening was enjoyed in dancing interspersed with ingenious features. Music was furnished by the Chanute Field Orchestra.



Information Division
Air Service

December 4, 1924

Munitions Building
Washington, D.C.

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

FOR RELEASE December 8, 1924

TEACHING THE ART OF PARACHUTE JUMPING

Readers of the NEWS LETTER are no doubt familiar with the details of several incidents in the Army Air Service where the parachute proved its extreme utility. Occasions have arisen in the past where the lives of the occupants of an airplane became imperiled by reason of mechanical breakages or collisions in the air, rendering the plane unmanageable, or through motor failure over localities where it was impossible to make a safe landing, all of which would have culminated disastrously but for the fact that they had the good fortune to carry a parachute with them.

Instruction in parachute jumping is conducted at the Air Service Technical School at Chanute Field, Rantoul, Ill. Our Correspondent from this field, Mr. Robert R. Aurand, has submitted to us an interesting article governing the operation of the Parachute School, as follows:

Formal ceremonies of considerable duration mark the close of the scholastic years of the graduates from our institutions of learning. Dignified though they are, yet the eternal sameness of their repetition renders them monotonous alike to participants and beholders.

Unlike these conventional exercises, graduates of the Parachute Course of the Air Service Technical School attain the consummation of their endeavors by a practical application of the instruction they have received, in making two parachute jumps,-- the first a "pull off" from the wing, and the second a free or "live" jump from the cockpit of a Martin Bomber or DeHaviland airplane, simulating in so far as possible the actual conditions attendant on a catastrophe in the air in which the pilot or passengers must rely on their parachutes to reach the ground safely.

Let us assume that you are a member of a graduating class in parachutes. It is time for the "take-off". One graduate is standing, facing the direction of flight, on each wing of the Martin Bomber with his double training parachute, which he has personally folded and packed, harnessed to his back and chest. He grasps a strut to maintain his position. You are in the cockpit similarly equipped for the "live" jump.

The roar of the exhaust. The plane trundles across the field slowly gaining flying speed. It rises, dips slightly, rises again and mounts higher and higher into the clear sky. When the desired altitude is reached, usually between 1500 or 2000 feet, the parachute officer rises to his feet and holds out his arms. At this signal, the students on the wings prepare for the "pull off", one hand clutching a strut to steady themselves, the other clenched around the rip cord of their main chute. The motor is cut. The parachute officer drops his arms, and the students vigorously jerk their rip cords. The little pilot chutes swiftly appear, dragging after them the principal chutes, and off they go head-first and backward from the wings.

A sensation of buoyancy, for the plane leaves them apparently suspended in mid air; a feeling of arrested motion, similar to alighting on a gigantic heap of feathers, as the main chutes open above their heads.

Now for the live jump!

One moment an immobile figure, a foot on the cowling. A dive and the next instant the ship is far above you. Earth and sky meet and recede in an indescribable jumble. You are falling with astonishing rapidity. A sharp, almost involuntary jerk of the rip cord; a sickening void as your fleeting passage through the air stops abruptly; an ecstasy of joy coursing through your being as you feel the secure support of your harness and see the immense cloud of snowy silk above, knowing that your work has been well done.

The curriculum of the Parachute Course of the Air Service Technical School comprises thirty hours of wire and metal work which is spent in making pack frames, rip cords and fittings for testing chutes; thirty hours of pack making and repair; thirty hours of harness making; sixty hours of folding and repair of

the silken fabric and thirty hours of testing and jumping, making a total of 180 hours for the six weeks' course. Ten students compose a class, with four classes a year.

The student graduates thoroughly familiar with the three types of service packs namely the Service Seat Pack for pilots and passengers; the Lap Pack for machine gunners and photographers and the Double Training Pack for the chest and back, used for jumping students or for exhibition purposes.

Since March 1, 1921, the date the Air Service Technical School began instruction at Chanute Field, Ill., after transferring from Kelly Field, Texas, 15 officers and 72 enlisted men of the Air Service have been graduated and 26 members of the U.S. Navy and Marine Corps have completed successfully this course of instruction.

THE DEVELOPMENT OF THE AERIAL AMBULANCE ✓

The remarkable development of aerial ambulances by the French Army for peace time purposes was graphically demonstrated recently by a special mission from France at the National Headquarters of the American Red Cross Society at Washington. Officials of the Army and Navy Aviation and Medical Services attended, as well as the general public.

Dr. Uzac, Chief Surgeon of the French Army, and Prof. Picque, principal physician of the French Health Service, demonstrated in an illustrated lecture the remarkable results obtained by this mode of safe transportation for the sick. For the past two years speedy air ambulances have been used with continuous success by the French for the transportation of the sick from isolated points in Algeria, Morocco and Syria to surgical centers. The extension of this mode of transporting sick and wounded through the collaboration of the American Red Cross and the Red Cross Societies of 52 other nations is foreseen as a result of the success of the French experiment.

The general application of aviation to humanitarian work under the symbol of the Red Cross already had its beginning in the United States, where the Army, Navy and Postal Air Services have been placed at the disposal of the American Red Cross in rushing its personnel to the scene of disaster.

Colonel W.R. Davis, Chief of the Medical Section, Office Chief of Air Service, who attended the above lecture, stated that it was reported that over 2,000 cases in Morocco and Syria were transported by airplane without a single accident. These cases were speedily brought to the hospital, resulting in saving the lives of patients suffering from hemorrhages, ^{fractures,} shock, appendicitis, and other complications demanding prompt treatment which could not be given at the front. These patients were transported over a country such as it would have been impossible to transport them safely by any means other than the airplane. Colonel Davis further stated that it is a well known fact that many fracture cases cannot very well be transported even over the best of roads in this country for any distance, nor can they be transported by railroad, but by means of the airplane ambulance, the special type of litter which is used in the American Army Air Service and the manner in which they are held in this litter, these cases can be transported without any danger to the patients; they can be brought to the hospital quickly and attended to before infection or other complications take place. One other advantage of aerial transportation is the fact that a doctor with his surgical supplies and an assistant can readily be transported to a place where troops are located and operate on patients at that place. Through this method many lives have been saved.

Colonel Davis stated that instances are of record in cases of child birth, when women about to become mothers required an immediate operation, where the airplane, in carrying them speedily to a hospital, was the means of saving both mother and child. Continuing further, Colonel Davis stated that in the past one of the hindrances in the use of airplanes for transporting wounded was the fact that because of their fast landing speed they were not able to land in small or restricted fields. This handicap has been overcome in the advances made in engineering design, so that at this time planes used for ambulance purposes may have a low landing speed - approximately 30 miles an hour and slightly under. This is a great advantage in enabling planes to land in small emergency fields.

The attempt to convert service type ships into ambulances has not proved successful. Several types were converted into ambulances carrying from one to two patients and a surgeon. The A-2 was converted so that it could carry four litter cases or four sitting cases, and equipped with lavatory and cabinets for instruments, medicine, etc. The conversion of DeHaviland planes into ambulances did not prove altogether successful. The Engineering Division at McCook Field, Dayton,

Ohio, recently developed an aerial ambulance for two patients and a surgeon, in addition to the pilot, which seems to meet all requirements, especially as a cross-rescue ship. This plane is so constructed that it is easy to load and unload patients. The surgeon sits in the center between the two patients, and by the use of levers can move the patient in the litter either backward or forward, thus enabling him to explore any portion of the patient's body, adjust bandages, administer medicine, etc., without removing him from his seat. This type of aerial ambulance is expected to be ready in a short time. It is desired to secure a larger ambulance plane which will carry from 6 to 8 patients or more at one time. Plans for this type of plane have been drawn up, but so far none have been constructed.

It is believed that our records show that the United States was the first country to inaugurate the transportation of sick and wounded by air.

MODEL DIRIGIBLE WINS PRIZE ✓

During the "Booster Parade" recently held in Newport News, Va., the 19th Airship Company, stationed at Langley Field, completed a model dirigible mounted upon a silver covered trailer and exhibited it in the parade, winning third prize and a number of favorable comments from the local papers.

This model was complete in every respect. A framework 10 feet long was constructed similar to those used in rigid ships and covered with aluminum paint. A small car was suspended from the envelope by wire cables and contained motors, props and all accessories. The whole thing was supported at the nose and tail by small wooden supports. The trailer was covered with silver linen with the organization's name in blue on the outside and illuminated by 32 small electric lights.

ANOTHER EXAMPLE OF AIR SERVICE EFFICIENCY ✓

Aerial photography was put to a new use on November 6th last when, in response to a request from the father of Ernest Schwer, Jr., aged thirteen, a photographic plane from Mitchel Field made a series of obliques of a swamp near Kew Gardens, Long Island, where the Schwer boy was last seen several days previously. The request was received at 1:00 p.m., and by 2:30 Lieut. D.D. Watson, Air Service, accompanied by an observer, had made a thorough reconnaissance of the swamp and its environs. Half an hour later Lieut. Homer B. Chandler, with Technical Sergeant J.M. Cates as photographer, took off and for nearly an hour they flew low over the swamp, photographing likely places. In this they were guided by smoke pots lit by the parties of searchers.

The photographs did not reveal the boy or his body but they did give a comprehensive idea of the swamp and aided the searchers in their work, with the result that the following day the boy's body was found. It proved that he had been accidentally shot by one of his comrades and they had interred the body to escape censure.

Within three hours of the time of the request being received, Mitchel Field had complied with it, stating at the same time that the search would be continued as long as the boy's parents desired it. The Army Air Service was prompt on an errand of mercy and the general newspaper opinion that it was "another example of Air Service efficiency" was justified.

WAKING UP TO OUR AIR NEEDS

The following article appeared in the editorial columns of the Honolulu, T.H. ADVERTISER on the morning of November 4th last. Numerous editorials pertaining to the Air Service have appeared in the editorial columns of Honolulu papers of late, announcing their opinions in favor of a larger Air Service. Hawaii has been awakened to the fact that Air Mail will soon be inaugurated to these islands. This fact has been more firmly impressed upon the minds of the Honolulu populace by the huge success with which the Fifth Composite Group of Luke Field had conducted flights over the newly outlined airways system between the Islands of the Hawaiian Archipelago.

"Waking up to our Air Needs"

The United States Air Service, according to the War College, needs 4,000 officers, 2,500 flying cadets, 25,000 enlisted men, 2,500 planes, 20 airships and 38 balloons, the San Francisco Examiner says.

At present it has a little over one-fourth of this strength in men, and considerably less than one-tenth of it in machines. Secretary Wilbur has recommended

the establishment of a policy which would include particular attention to the needs of aviation.

At last the government seems to have awakened to an understanding that we need development of our aircraft for defense. Perhaps we may see, presently, actual steps taken to procure that development.

Meanwhile, San Francisco is waking up to the extraordinarily large part she is already playing in keeping aviation alive and in progress.

Nature has selected this city as the center of coast aviation and the natural terminal for that greatest of training camps - the Aerial Mail.

We need only to support that which we have, and to stand ready to give aviation anything it asks for that we can supply.

This is our best means of contributing to the national defense."

FROM THE ATLANTIC TO THE PACIFIC COAST IN 12 MINUTES

Yes, it is a fact. The above record, however, was made in the Panama Canal Zone, and the report thereon by our France Field Correspondent is as follows:

"Another unofficial speed record was established by France Field flyers when Lieuts. Reid and Kennedy, in standard equipped MB-3 Pursuit, Wright 300 h.p. planes, flew across the country from coast to coast at the lightning speed of 180 miles per hour, covering the distance of 36 miles in 12 minutes. France Field has hung up three or four unofficial records in the past, and it has always been her lack to find that the timekeeper had gone on furlough or to the hospital, which is why we don't get any credit, but it's a consolation to know that our records remain unbroken even to having them shattered unofficially."

A TIP FOR MANAGER BUCKY HARRIS

Manager "Bucky" Harris of the World Champion Washington Baseball Club (sounds kinda strange to us old Washington fans, doesn't it) might read with profit the following paragraph from a contribution sent to us by our Correspondent from France Field, Panama Canal Zone:

"As we mentioned in our last letter, our baseball team was rounding into shape. Well, she has now formed her shape, and believe me she sports some shape. We expect to get going with our first game sometime next month, and watch our smoke. In Kid Rambo we discovered a pitcher of speed who possesses more stuff than Walt Johnson ever had. Check this youngster's wins and watch the record he sets up for consecutives. The rest of the line-up has now taken all the kinks out of their system and is working as smooth as greased lightning."

We trust we may be pardoned in expressing our belief that our Correspondent is somewhat over-enthusiastic. If the reported "find", however, would prove only one-half as good as our own Walter it would be well worth while for Manager Harris to give the youngster the "once over" and thus, perhaps, solve the perplexing problem now confronting him of securing a capable twirler to fill the gap which may be caused in the event Johnson decides to buy a club out on the Pacific Coast.

A BOOST FOR AIR SERVICE PILOTS IN THE PHILIPPINES

Our Correspondent from Kindley Field, Fort Mills, P.I., throws the following bouquet to the Army Air Service pilots now stationed in the Islands:

"We hope the Air Service at large will pardon our modesty when we make the statement that this organization has an exceptionally good assortment of pilots. We feel they are equal to any in the Air Service and excelled by none. By good pilots we do not mean the 'bird' who is wild and pulls low stunts for the edification of his friends, the dear public and the pleasure of the undertaker. We mean pilots who, when detailed for any kind of mission, accomplish same without fuss, or publicity, and always bring the old craft safely home. We feel that such pilots as Lieutenants Taylor, Niergarth, Umstead, Beaton and Burgess are equal to any in the Air Service and are excelled by none. Lieutenants Taylor, Niergarth and Umstead have all acted as instructors at the Primary School. In fact, many of the pilots now stationed in the Islands were taught the game by these men. We have one of their former students in Lieutenant Rush, who is well above the average pilot and with experience will develop into a valuable officer for the Air Service."

LATEST OFFICIAL AVIATION RECORDS ✓

In reading over the Bulletin issued by the Federation Aeronautique Internationale, Paris, France, dated October 1, 1924, giving up-to-date official aviation records, it is noted that the United States enjoys a commanding lead over all other countries in the matter of records made in heavier-than-air craft. Out of the 63 records which are tabulated in this Bulletin, 47 are credited to this country, 14 to France and one each to England and Italy. Of these 47 records, 29 are credited to the U.S. Army Air Service and 18 to the Navy Air Service. It is to be noted also that of these 47 records, 32 were made in land planes and 15 in seaplanes. The Army Air Service as of October 1st holds no record performance in seacraft, the Navy holding all 15 records, in addition to three records in land planes, total 18.

A tabulation of the official aviation records as of October 1, 1924, is given below, as follows:

Date	Country	Name of Pilot, Type of Airplane and Engine	Record
RECORDS WITHOUT REFUELING IN AIR			
4-16-23	U.S.	DISTANCE: Lts. Oakley G. Kelly and John A. Macready; T-2; Liberty	4,050 Kil.
7-16-23	France	DURATION: Coupet and Drouhin; Farman; Farman 450 hp	37:59:10
10-30-23	France	ALTITUDE: Sadi Lecointe; Nieuport-Delage; Hispano-Suiza, 300 h.p.	11,145 metres
11-4-23	U.S.	SPEED: Lt. A.J. Williams; Curtiss R-6; Curtiss	429,025 kil.
10-6-23	U.S.	SPEED, 100 kil.: Lt. A.J. Williams; Curtiss R-2C1; Curtiss 460 h.p.	392.379 "
10-6-23	U.S.	SPEED, 200 Kil.: Lt. A.J. Williams, Curtiss R-2C1; Curtiss 460 h.p.	392.154 "
6-23-24	France	SPEED, 500 Kil.: Sadi Lecointe, Nieuport-Delage, Hispano-Suiza; 500 h.p.	306.696 "
3-29-23	U.S.	SPEED, 1000 Kil.: Lt. H.R. Harris and R.L. Lockwood; DH4L; Liberty 400 h.p.	205 "
4-17-23	U.S.	SPEED, 1500 Kil.: Lt. H.R. Harris; DH4L; Liberty	184.030 "
4-17-23	U.S.	SPEED, 2000 Kil.: Lt. H.R. Harris; DH4L; Liberty	183.830 "
4-17-23	U.S.	SPEED, 2500 Kil.: Lts. Oakley G. Kelly and John A. Macready; T-2; Liberty	115.600 "
4-17-23	U.S.	SPEED, 3000 Kil.: Lts. Oakley G. Kelly and John A. Macready; T-2; Liberty	115.270 "
4-17-23	U.S.	SPEED, 4000 Kil.: Lts. Oakley G. Kelly and John A. Macready; T-2; Liberty	113.930 "
USEFUL LOAD TRANSPORTED, 250 KILOS.			
6-28-24	U.S.	DURATION: Lt. H.R. Harris, Douglas DT-2; Liberty	9:11:53-4/5
6-28-24	U.S.	DISTANCE: Lt. H.R. Harris, Douglas DT-2; Liberty	950 Kil.
6-28-24	U.S.	SPEED, 100 Kilo: Lt. R.L. Lockwood; CO-5; Liberty	180.805 "
6-28-24	U.S.	SPEED, 200 Kil.: Lt. R.L. Lockwood, CO-5; Liberty	180.805 "
6-28-24	U.S.	SPEED, 500 Kil.: Capt. Louis G. Meister; Martin Bomber; 2 Liberty 400 h.p.	120:55 "
USEFUL LOAD TRANSPORTED 500 KILOS.			
6-28-24	U.S.	DURATION: Lt. H.R. Harris, Douglas DT-2; Liberty	9:11:53-4/5
6-28-24	U.S.	DISTANCE: Lt. H.R. Harris, Douglas DT-2; Liberty	950 Kil.
6-28-24	U.S.	SPEED, 100 Kil.: Lt. R.L. Lockwood, CO-5; Liberty	180.805 "
6-28-24	U.S.	SPEED, 200 Kil.: Lt. R.L. Lockwood, CO-5; Liberty	180.805 "
6-28-24	U.S.	SPEED, 500 Kil.: Capt. L.G. Meister; Martin Bomber, 2 Liberty, 400 h.p.	120.55 "
DURATION, TRANSPORTING USEFUL LOAD			
6-5-24	U.S.	1000 KILOS: Lt. H.R. Harris; TP-1; Liberty 400 hp	2:12:46-2/5
5-8-24	France	1500 KILOS: Lucien Bossoutrot, Goliath-Farman; Farman motor	1:47:8-2/5
5-8-24	France	2000 KILOS: L. Bossoutrot; Goliath-Farman; Farman	1:47:8-2/5
10-27-23	U.S.	3000 KILOS: Lt. H.R. Harris; Barling Bomber; 6 Liberty	1:19:11-8/10

<u>Date</u>	<u>Country</u>	<u>Name of Pilots and type of Airplane and Engine</u>	<u>Record</u>
ALTITUDE WITH USEFUL LOAD TRANSPORTED			
8-27-24	U.S.	250 KILOS: Lt. H.R. Harris; TP-1; Liberty 400 h.p.	8,980 metres
5-21-24	U.S.	500 KILOS: Lt. H.R. Harris; TP-1; Liberty 400 h.p.	8,571 "
5-6-24	France	1000 KILOS: Lucien Coupet; Goliath-Farman; Farman	5,751 "
5-8-24	France	1500 KILOS: Lucien Bossoutrot; Goliath-Farman	4,475 "
5-8-24	France	2000 KILOS: Lucien Bossoutrot; Goliath-Farman	4,475 "
5-17-24	France	3000 KILOS: Lucien Bossoutrot, Goliath-Farman	1,942 "
RECORDS - REFUELING IN AIR (DH4B, Liberty Motor)			
8-27-23	U. S.	DISTANCE: Lts. Lowell H. Smith and John P. Richter	5,300 kil.
8-27-23	U.S.	DURATION: Lts. Lowell H. Smith and John P. Richter	37:15:14-4/5
8-27-23	U.S.	SPEED, 2500 KIL.: Lts. L.H. Smith and J.P. Richter	142.780 Kil.
8-27-23	U.S.	SPEED, 3000 KIL.: Lts. L.H. Smith and J.P. Richter	141,870 "
8-27-23	U.S.	SPEED, 3500 KIL.: Lts. L.H. Smith and J.P. Richter	142.170 "
8-27-23	U.S.	SPEED, 4000 KIL.: Lts. L.H. Smith and J.P. Richter	142 "
8-27-23	U.S.	SPEED, 4500 KIL.: Lts. L.H. Smith and J.P. Richter	142.360 "
8-27-23	U.S.	SPEED, 5000 KIL.: Lts. L.H. Smith and J.P. Richter	142.530 "
RECORDS, HYDROPLANES, WITHOUT REFUELING			
7-12-24	U.S.	DURATION: Lts. F.W. Wead and J.D. Price; Navy CS-2; Wright 585 hp	14:53:44-2/5
7-12-24	U.S.	DISTANCE: Lts. F.W. Wead and J.D. Price; Navy CS-2; Wright 585 h.p.	1,600 Kil.
3-11-24	France	ALTITUDE: Sadi Lecoq; Nieuport-Delage; Hispano-Suiza, 300 h.p.	9,980 metres
12-28-22	Italy	SPEED: Alexandre Passaleva; Marchetti-Savoia; 300 h.p. motor	280,155 Kil.
8-12-22	England	SPEED, 100 KIL: Biard; Supermarine; Napier-Lion, 450 h.p.	280.818 "
9-28-23	U.S.	SPEED, 200 KIL.: Lt. D. Rittenhouse, USN; Curtiss CR-3; Curtiss 450 h.p.	273.411 "
6-22-24	U.S.	SPEED, 500 KIL.: Lts. F.W. Wead and J.D. Price; Navy CS-2; Wright 585 h.p.	118.14 "
6-22-24	U.S.	SPEED, 1000 KIL.: Lts. F.W. Wead and J.D. Price; Navy CS-2; Wright 585 h.p.	119.54 "
6-23-24	U.S.	SPEED, 1500 KIL.: Lts. F.W. Wead and J.D. Price; Navy CS-2; Wright 585 h.p.	119.36 "
RECORDS, HYDROPLANES, WITH USEFUL LOAD TRANSPORTED			
6-6-23	U.S.	DURATION, 250 KILOS: Lt. H.T. Stanley; F5L; two Liberty, 400 h.p.	10:23:58
6-6-23	U.S.	DISTANCE, 250 KILOS: Lt. H.T. Stanley; F5L; two Liberty 400 h.p.	925 Kil.
8-27-24	France	ALTITUDE, 250 KILOS: J.F. Laporte; Schreck F.B.A.; Hispano 300 h.p.	4,755 metres
6-6-23	U. S.	DURATION, 500 KILOS: Lt. H.E. Holland; F5L; Two Liberty 400 h.p.	7:35:54
6-6-23	U. S.	DISTANCE, 500 KILOS: Lt. H.E. Holland; F5L; two Liberty 400 h.p.	750 Kil.
8-27-24	France	ALTITUDE, 500 KILOS: J.F. Laporte; F.B.A.; Hispano 300 h.p.	4,755 metres
6-6-23	U. S.	DURATION, 1000 KILOS: Lt. R.L. Fuller; Davis-Douglas; Liberty 400 h.p.	2:45:9
6-6-23	U. S.	DISTANCE, 1000 KILOS: Lt. R.L. Fuller; Davis-Douglas; Liberty 400 h.p.	325 Kil.
6-11-24	France	ALTITUDE, 1000 KILOS: Buri; Blanchard; two Hispano-Suiza, 300 h.p.	3,744 metres
6-7-23	U. S.	DURATION, 1500 KILOS: Lt. H.T. Stanley; F5L; Two Liberty 400 h.p.	2 hr.18 min.
4-17-24	France	ALTITUDE, 1500 KILOS: Lt. Pelletier d'Oisy; Blanchard; two Hispano 300 h.p.	2,130 metres
6-7-23	U. S.	DURATION, 2000 KILOS: Lt. H.E. Holland; F5L; two Liberty 400 h.p.	51 min.
6-7-23	U. S.	ALTITUDE, 2000 KILOS: Lt. H.E. Holland; F5L; two Liberty 400 h.p.	1,489 Metr

SECOND BOMBARDMENT GROUP MAKES NIGHT FLIGHT TO NEW YORK

The recent night cross-country flight of the 2nd Bombardment Group from Langley Field, Va., to Mitchel Field, L.I., New York, was the first maneuver of this kind in this country ever attempted with a considerable number of large planes. The flight demonstrated the feasibility of a quick change of base by the Bombardment Group on short notice at night from Langley Field to any place along the Atlantic Coast in time to take part in a bombing mission early in the morning.

Nine Standard NBS-1 and MB-1 airplanes (Martin Bombers) of the 11th, 20th and 96th Bombardment Squadrons were led in a 9-plane formation, consisting of three-plane flights, by the Group Commander. The personnel in each plane consisted of two officers (a pilot and a navigator) and two enlisted men (mechanic and a radio operator). Each plane was equipped with the following accessories as aids for night flying:

Navigation lights - red and green on wing tips, white on tail.

Parachute flares (new type) - four per plane.

Wing tip flares - one minute and two minute flares, four per plane.

Landing lights (electric) - two per plane.

Signals within flights consisted of blinking of navigation lights to indicate turns and other maneuvers. Communication within the formation was obtained by radio. The leader of each flight and the Group Commander employed SCR 159 set or 68 set for reception.

The flight from Langley to Mitchel Field was via Cape Charles, Va.; Cape Henlopen, Del.; Cape May, N.J., and Sandy Hook, N.J. The following emergency fields were designated before the flight, and all pilots were informed as to their approaches and landing facilities: Snow Hill, Del.; Lewes, Del.; Cape May, N.J.; Lakehurst Naval Station, N.J., and Camp Alfred Vail, N.J.

The nine-ship Martin Bomber formation which wandered through the darkness on the night of October 10th and found its way to New York, and which caused no little comment and a lot of publicity, was a huge success in the eyes of the public and also in the eyes of the personnel of the 2nd Bombardment Group.

At 5:15 p.m. on the afternoon of the 10th, nine Martins taxied into position on the flying field and took off for New York. The ships were arranged into 3-ship formations and the leader of each formation was carrying a receiving and sending radio set so as to keep each formation in touch with the other. Under the leadership of Major J.H. Pirie all hands felt as if no difficulties would be encountered on the trip insofar as the navigation was concerned.

The first ship to encounter trouble on the trip was that of Captain E.E.W. Duncan, who had motor trouble while over the middle of the Chesapeake Bay. Captain Duncan, who was leading one of the formations, immediately turned the nose of his Martin homeward and landed on the airdrome with one motor. Upon landing he found that one generator and a rocker arm had gone out of commission. He immediately secured another ship that was being held in reserve and with Lieutenant J. A. Collins as navigation officer left the home field at 6:15 p.m. Upon reaching Cape May, Captain Duncan saw that another ship had been forced down at the Navy Landing Field there and later learned that it was the plane piloted by Major Pirie. A few miles north of Atlantic City clouds began to form about 3000 feet and Captain Duncan was forced to descend to about 1800 feet. The trip looked like a big success for the lone navigator of the ozone until the left motor started to miss badly at Seaside Shore, some 26 miles from Lakehurst. Captain Duncan immediately headed the ship toward Lakehurst, and by cleverly piloting his ship he was able to make Lakehurst with about 600 feet altitude left to his credit. Upon arriving over the field a parachute flare was released which illuminated the field and showed all the obstacles. But when landing was started the landing lights went out and all that the lone navigator of the air at night had to land by was one wing tip flare.

Shortly after landing at Lakehurst the residents of that section proceeded to set the telephone wires "red hot", calling the Navy Station and telling the O.D. that an airplane had just passed over and burst into flames while in mid air. It is assumed that the people had reference to the parachute flare that was dropped to help make the landing. The next morning when Captain Duncan came to the field the Crew Chief had found that one of the carburetors was three-fourths full of gasoline and one set of points on the distributor head was sticking. After the necessary repairs were made, Captain Duncan and passengers proceeded to Mitchel Field.

Major Pirie, who was leading the flight and who was forced to land at Cape May, made repairs to his ship and proceeded to Mitchel Field on the night of the 10th.

Before the landing at Cape May the Major sent out radio messages that he was encountering motor trouble and would be forced to land at Cape May. He told Captain Willis Hale to assume command of the flight and lead them on to New York. This message was sent for the information of the ships in the following formations, but upon landing the Major was somewhat surprised to find about 100 people on the field to see him land. The people who were on the field were radio fans who had picked up the message sent and had journeyed to the field to see the monster of the air land safely in the darkness. Among the many automobiles which had congregated at the field was a service truck from the Standard Oil Company which had tools and supplies for the night rider that was in distress. After losing about one hour in repairing his ship, Major Pirie had his Liberty motors cranked up and he proceeded to Mitchel Field, landing about an hour after the other ships.

The trip from Langley to Mitchel took five hours and ten minutes. It had been planned to lead the formation over New York City, but Captain Hale realized that the ships were running short of gasoline and made straight for Mitchel Field, where a good and safe landing was made by the remaining ships.

Saturday morning Major Pirie ordered the ships to be put on the lines, and after all ships had been warmed up to the proper temperature, etc., the Major led the formation to Hartford, Conn., where the pilots and crews were fed and they then returned to Mitchel Field in time to have dinner in "Little Ole New York".

SAN ANTONIO AIR DEPOT STILL BUSY

The Engineering Department of the San Antonio Air Intermediate Depot, located at Kelly Field, Texas, in charge of Lieut. Clements McMullen, Air Service, completely overhauled and repaired during the month of October the following airplanes and engines: Airplanes - 9 DH4B, 10 DH4M-1, 13 JN6H1, 2 MB3A, 1 SE5E, 1 TW3; Engines - 48 Liberty 12-A, 19 Wright -1; 15 Wright-E and 4 Wright A-2.

EDUCATION VIA AIRPLANE

We note an item in a recent issue of the "Dearborn Independent" to the effect that Charles T. Wrightson recently arrived at Oregon Agricultural College from Fresno, California, where he is registered as a freshman. He is a commercial flier and has conceived the novel idea of bringing his plane to school with him and taking up passengers during his spare time to pay his college expenses.

PARACHUTE JUMPING AT NIGHT ✓

Our Mitchel Field Correspondent states that by the time this appears in print the Army Air Service will have again cooperated with the Air Mail Service and with luck one of the remaining risks of night flying will have been removed. Mr. James Whalen, in charge of parachutes for the Eastern Division of the Air Mail, and whose idea it is, will make a series of parachute jumps at night from a plane piloted by Lieut. M. L. Elliott and will land by the aid of a flare he has invented for this purpose.

There has always been a slight element of risk in night parachute jumping, even in cases of emergency, due to the inability to pick a suitable landing spot and the ever present possibility of tearing the parachute on a high object with the resultant heavy fall. Mr. Whalen has designed, and hopes to perfect through these tests, a flare which is ignited by friction and can be lit and dropped as the jumper approaches the ground, and which will furnish sufficient illumination to pick out a safe spot to land.

This is another example of cooperation between the aviation services, and although their administration may be divorced their interests are parallel.

MITCHEL FIELD PERSONNEL UNVEIL TABLET ✓

Personnel of Mitchel Field, L.I., New York, on November 16th, had the honor of unveiling a bronze tablet erected at Merrick, Long Island, in commemoration of the service of the citizens of Merrick in the World War. The 61st Service Squadron attended as an organization, and the principal address was made by the post commander. Two buglers from the Field sounded "Taps" and its echo. The ceremonies were simple but impressive. Major Robert T. Rasmussen, a retired Cavalry officer, was another speaker. Major Rasmussen is a distinguished friend of the

Field, and as an index of his friendship all members of the command are admitted free, in uniform, to the handsome theatre which he owns and operates at Freeport, a town adjacent to Mitchel Field.

CHANUTE FIELD CELEBRATES ARMISTICE DAY

Chanute Field, by collaboration with the civic authorities of Rantoul, Ill., observed Armistice Day in a fitting manner, a program of unusual merit being rendered. Sharply at 10:00 a.m., the bugles pealed "Assembly" in Rantoul. Under leaden skies a procession consisting of the Colors, Civil War Veterans, American Legion, children from the Rantoul schools, and patriotic citizens, headed by the Rantoul Community Band playing the inspiring strains of "Over There", marched to the Chanute Gymnasium, passing before the troops of the field paraded in their honor.

The Rantoul High School Orchestra opened the exercises with a selection. Following the invocation by Rev. A.E. Cole, pastor of the Methodist Church of the village, and the response "Our Fathers' God To Thee" by the local High School Chorus, the audience rose and sang "America the Beautiful".

First Lieut. Adrian L. LeGrant, ORC, Secretary of Rantoul Post No. 287, American Legion, delivered the introductory remarks. A splendid address on "Our Fallen Heroes" was given by Captain Ralph P. Cousins, A.S. After this tribute, the High School Chorus rendered "Tenting Tonight on the Old Camp Ground". As the last words of the song floated on the air, two buglers of the field softly blew taps, the mellifluous notes, long drawn out, bringing to many resurgent emotions from an ineffaceable past. War time songs, "The Long, Long Trail", "The Rose of No Man's Land" and others were sung by the audience.

Captain C.P. Fitcher, Chaplain of Chanute Field, discoursed eloquently on the subject "Peace". "The Battle Hymn of the Republic" was then sung by the audience. At its conclusion, led by the school children, all arose and reverently pledged the "Salute to the Flag".

The benediction by Rev. Cole and a selection from Sousa by the Community Band completed the program.

The meeting was in every sense a striking example of the cordial relations existing between the public and the military service and was a continuation of that remarkable enthusiasm manifested by our neighbors when on September 12th the entire community participated in and heartily endorsed Defense Day.

KINDLEY FIELD FINDS FAVOR IN THE EYES OF GEN. KING

Our Correspondent at Kindley Field, Fort Mills, P.I., states that the new Commanding Officer of the Coast Defenses of Manila and Subic Bay, General Campbell King, like his predecessor, General Craig, is taking a personal interest in the welfare of Kindley Field, and that taking up the fight where General Craig left off has succeeded in having a speed boat assigned to this field. This boat was desperately needed. During the past year no boat was available, and at least one seaplane was a total loss due to this fact, to say nothing of risking life unnecessarily. It is far from a pleasant thought to have a forced landing in rough seas and gradually drift out to sea wondering if a boat will be available to pick you up. General King has also authorized the use of two trucks to deliver ice and commissaries. Mules were formerly used for this. He has also succeeded in having approved a request for a light G.M.C. truck for use of officers to ride to and from the Barrio. This is a distinct boon to all concerned, inasmuch as riding over two miles of hilly rocky road in a mule bus is not very good for anyone's morale. The mule buss was really the only drawback to the field. With the arrival of this truck it means that the corral can be wiped out entirely. From the standpoint of economy, this is desirable, to say nothing of the vast amount of time saved. Formerly all the morning was consumed in ice deliveries, etc. With trucks it is accomplished by 9:30 a.m. It also trains men in care and upkeep of their own type of transportation and has also increased morale, as few men in the Air Service care to be mule skinnners.

General King also gave the Field a thorough inspection recently. He, with Colonel Hero and Major Alfonte, Coast Defense Quartermaster, gave every building, occupied or empty, a minute "once over". The General expressed himself as highly pleased with the condition of the field. General King complimented the Mess Sergeant highly on the appearance of the mess hall and kitchen and quality of food served and stated it was the best mess he had seen on the Island. He was particu-

larly pleased with the arrangement and condition of the Field Supply Building, Hangars, Transportation Department, Seaplanes and Engineering Department. He was also particularly interested in the flying equipment and went into detail regarding its use, limitations, etc. He was assured that with the arrival of the new equipment that extensive training would be taken up which is impossible with present equipment. He was very much interested in two-way radio and its possibilities and the records made by this organization during the last two artillery practices. The Field as a whole feels that it has a friend in General King, as like General Craig, he requested us to feel as much at home as any other unit on the rock (Corregidor Island). He seemed especially desirous of having us make our desires known to him personally at any time. It is, indeed, a pleasure to know and feel that our interests are being looked after by higher authorities.

PICKINGS FROM LUKE FIELD, T.H.
By 1st Lt. Henry W. Kunkel, A.S.

When "we" read in the A.S. NEWS LETTER of the weather comments sent in from the Philippine Islands Air Stations, with heavy emphasis on mud, rain, swamps, etc., "we" sit back and mop the Hawaiian brow (yes, this is November 15th) and wonder shall-we-play-tennis? Or-is-it-too-warm? So shall-we-swim? Of a truth the weather is holding out wonderfully, warm and Indian summery by day, with a bit of cool tang in the air of an evening.

Well, Education now occupies a large place in the military eye at Luke Field, T.H. The Unit School for officers opened November 1st and post schools for enlisted men swung their doors wide on the same date. The latter offer courses in Radio, Airplane Engines, Airplane Rigging, Clerk-Typist, and General Educational, with grammar grade subjects, and a High School course, comprising algebra, geometry, English, government, and Spanish. Added to these are a few scattering schools, such as Non-com's, and unit instruction for specialists in their various departments, Photo Section School, and the Group Operations Officer alone knows what all else. 'Pears that we'll be a highly eddicated soldier by the end of our next "hash-mark".

Ground was broken two weeks ago for our new Post Exchange. It is to be a frame building, capacious, and very centrally located between the two principal barracks on the island, and opposite the new Headquarters Administration building, first occupied June 13th. The boat dock, whither all comers and goers to and from our Island possession must needs rendezvous is only a brief dash from the new P.X. Get what I mean? Last minute pkg. of smokes, wash down or clean handkerchief (not O.D.) just before that trip to the City of Enchantments. Progress on the building is very rapid. The Sergeant-in-Charge and his corps of G.I. Carpenters threw new Headquarters building together last spring, and their hand still seems to be "in". Painters are at work on the sides, though the roof has not been framed yet. All hands are watching the erection of the edifice with almost personal interest, as a P.X. bears a big part in the routine life of an enlisted man.

Major Arnold Krogstad, our Post and Group Commander, and Captain Richard J. Kirkpatrick, commanding the 72nd Bombardment Squadron, quietly abandoned their duties Nov. 1st and slipped away to the Military Rest Camp at Kalauea, Island of Hawaii, for a well earned two weeks' rest. You Victory-ribbon wearers who read this, please do not confuse our Kilauea Rest Camp with other camps of the same brand which existed in England and France during the war days. The camps overseas bore the name of Rest Camp; but the O.D. Visitors bore the chills, hunger and wet work. But say Kilauea to any O.D. person in these Hawaiian Islands and you will be repaid with a knowing smile, reminiscent mention of much horizontal fatigue, much vertical nourishment, goat hunting, scenic hikes, and a sure-nough volcano with larva 'n everything.

The following-named Air Service officers stationed at our post have been ordered, upon the expiration of their tour of foreign service, to proceed to the States on the December or January transport and report to the stations named: Captain Richard J. Kirkpatrick and 1st Lt. Harry F. Collier to Langley Field, Va.; 1st Lt. Orville L. Stephens to Middletown, Pa.; 1st Lieuts. Milo N. Clark and Henry H. Reily to Kelly Field, Texas; 1st Lieut. John V. Hart to Chanute Field, Rantoul, Ill.; and 1st Lieut. Oscar L. Rogers to Maxwell Field, Montgomery, Ala. Our best wishes accompany all these officers to their new "homes" on the continental U.S.A., and would they remember us when they see a real "The-yater" with actors and all the fixin's, back there On The Map?

Some of the missions of particular interest which have been flown during the

the last few weeks include a special inter-island flight to Molokai, conveying Major-General Menoher, our Department Commander, and his party; an all night search for the body of the Honolulu District Attorney who disappeared in the waters at Waimea while swimming at the west end of Oahu (he was never found); a special trip conveying Mr. Max H. Carson, District Engineer for the Department of the Interior, to the Island of Molokai to procure an aerial view of a proposed footpath to connect two isolated Hydrographic stations. This mission was accompanied by Lieut. Roscoe C. Wriston, Photographic Officer, in the Photo-Section's DeH. Lieuts. Wriston and Harris remained on the island several days accomplishing photographic work.

ARMY AIR SERVICE ACTS AS ITS OWN TRANSPORTATION AGENCY

As we had occasion to mention on several previous occasions, the Army Air Service is one branch of our military establishment which does not have to rely solely on the railroads for transporting its personnel. There is no better illustration of aerial passenger traffic in heavier-than-air craft as a means of rapid, safe and, all aspects considered, economical travel between different points in this country than the conveyance of students to and from Chanute Field, Rantoul, Illinois, the home of the Air Service Technical School, by and large the only school of its kind in the world.

The inception of this mode of transferring personnel, during the latter part of 1923, was caused primarily by a dearth of government funds set aside for their transportation by rail. During that portion of the year aforesaid approximately 36 Air Service men availed themselves of this means of travel to attend the school. In this connection let it be understood that travel by air is voluntary on the part of the student. To date, in the present year, 165 passengers have been brought via airplane to the school or returned as graduates to their organizations, and it is estimated that this number will run well over the two hundred mark by December 31st next. No fatal or serious injuries were incurred by these passengers to the present time despite the fact that many men have come over itineraries of such varied conditions as are involved in flying from Brooks or Kelly Field, San Antonio, Texas; Mitchel Field, Long Island, New York; Crissy Field, California; Selfridge Field, Michigan; Maxwell Field, Montgomery, Alabama; or Bolling Field, Washington, D.C.

It can be readily seen that the radius of this particular phase of aerial transportation is practically unlimited, as one can come by easy stages from field to field to his destination. For example, if you will pardon the digression, let us assume there is an ambitious young man desirous of pursuing a course of instruction in the school who should not be deterred from his objective, because of an insufficient military appropriation to convey him thereto by ordinary methods. Rather than spend his personal funds - although this expenditure would be entirely justified in view of the professional knowledge gained - arrangements are consummated to transport him by air.

Thus are two aims achieved through one operation, in that the prospective student is enabled to attain his schooling and the pilot gains invaluable experience in cross-country flying over strange terrain, coping with unforeseen mechanical problems; under fair or adverse weather conditions in order to successfully complete a definite mission. The return trips are effected in a like manner. DeHaviland planes, carrying one passenger, and Martin Bombers, carrying four or five persons in addition to the pilot, are used for ferrying purposes.

For the entire Air Service to strictly adhere to a program similar to the above as a solution of their transportation difficulties would almost entirely eliminate haphazard flying. Then, when the crucial test comes, all pilots will be trained to encompass those seemingly insurmountable obstacles so brilliantly accomplished on a much larger scale by the Round-the-World Flyers; God bless 'em.

AIR SERVICE AN ESSENTIAL AID TO ARMIES

In his final report to the Secretary of War as Chief of Staff of the United States Army, and which report has just recently been released for publication, General John J. Pershing makes the following comments with reference to the Air Service:

"Air Program. Our experience in the World War as to airplane production and the training of personnel should be continuously borne in mind by all who appreciate the role of aviation in modern warfare. Early in 1917, it will be recalled, an appropriation of \$600,000 was hastily made with what seemed to be an effort to

overcome previous inexcusable neglect to make provision even for experimental investigation, to say nothing of preparation for manufacture of airplanes. The voice of criticism for previous inaction was apparently stilled, for the time being, by the loudly heralded purposes to send 50,000 airplanes to the Western Front without delay - a declaration that later brought many an embarrassing moment to those of us abroad who knew how baseless and boastful such claims were. It is a matter of record that even the type of plane to be put in production was not decided upon until several months after we entered the war, and that no American plane was flown in battle until August 1918, and only some 600 planes had been sent to the front before the Armistice.

The Air Service has become an essential aid to the armies in the field, especially because of its ability to observe and obtain valuable information as to the immediate enemy battle front. It is now possible for observers to direct the fire of our artillery from the air, and thus aviation has risen to very great importance as an auxiliary arm. But satisfactory results cannot be obtained without the closest cooperation with the ground troops. This class of training demands particular attention, not only to perfect personnel and mechanism for accurate observation, but to work out simpler methods of intercommunication and establish more effectively that mutual confidence between ground and air without which attempts at teamwork must certainly fail.

Enthusiasts often forget the obligations of military aviation to other troops, and sometimes credit that service with ability to achieve results in war that have not received practical demonstration. Take, for example, the bombing tests last year in the Chesapeake. The manoeuvre showed that under the most favorable circumstances bombs of destructive size could be dropped with considerable precision. In these exercises, the vessel was at anchor in quiet waters; there was no opposing aviation, nor was there any anti-aircraft used against the bombing planes. Conclusions, from such trials, that aviation can take the place of either seacoast or battle fleet protection do not seem to be altogether warranted. Improvements in the accuracy of anti-aircraft artillery appear to be keeping pace with improvements in aviation. Our own experiments against airplanes show that to avoid the danger of destruction they must fly at such a height as to eliminate the probability of accurate firing, and this would especially apply to bombing planes which have a limit as to altitude.

During the World War extravagant tales of havoc done to enemy cities and installations were often brought back, in good faith, no doubt, by some of our aviators, but investigation after the Armistice failed, in the majority of cases, to verify the correctness of such reports. Again, the damage done to the Allies by the enemy's bombing craft, including Zeppelins, was almost negligible even from a material point of view, certainly so from a morale point of view and in its effect upon the final results. Of course, some damage was done by aircraft bombing, and it would doubtless be somewhat greater in another war, but until it becomes vastly more probable than at present demonstrated, then it cannot be said that we are in position to abandon past experience in warfare.

The Air Service on land should remain an auxiliary arm and a very important one in our service, available as now for independent use in mass or otherwise whenever necessary, but always under the orders of the Commander-in-Chief of the armies. Our air service should be developed to every reasonable extent both as to personnel and materiel, and it is especially necessary that aircraft production be established and maintained on such a basis as to be easily expanded in time of emergency. The relative production and types of Army and Navy aircraft would depend upon their respective needs as determined by the particular sphere of activity assigned to each under the decisions of the Joint Army and Navy Board, it being understood that there should be the fullest coordination in production matters with complete cooperation in the use of installations and combined action in operations at points of contact between the two services."

NOTES FROM AIR SERVICE FIELDS.

San Antonio Air Intermediate Depot, Kelly Field, Texas, November 15.

A hunting party, largely composed of the commissioned personnel of this Depot, under the direction of Major Lackland, departed to the mountains near Medina to be on hand to officially open the deer and turkey season. Among the visitors at the camp was an animal, who, by natural instinct, is inclined to dispense exceedingly strong odors more or less displeasing. Shortly after the arrival of this visitor, Major Lackland detailed himself on the reception committee and after a volley of shots, the visitor departed to parts unknown. Several turkeys were bagged by the party but no deer. In fact, no deer were seen during the hunt. The party reported a wonderful time.

Lieut. Myron R. Wood returned to this Station after a cross-country flight to Denver, Colorado, and return. While there Lieut. Wood performed certain duties connected with National Guard Affairs, and other missions for the Air Officer, Eighth Corps Area. He reports a very pleasant trip and cold weather at Denver.

Major General Summerall, the new Commanding General of the Eighth Corps Area, visited the Depot a few days ago and was conducted through all Departments by Major Lackland. The General expressed himself as being well pleased with conditions and complimented Major Lackland on the business-like and orderly condition of the entire Depot.

Lieuts. Nick Carter and High Minter, home Station France Field, Canal Zone, landed here last week after a cross-country from Mitchell Field. Lieut. Carter remained in San Antonio to visit with his wife's people and Lieut. Minter, after having lunch with Lieut. Clark, hopped off for Frisco to join Mrs. Minter.

Major Lackland, recently won a handsome cup at the San Antonio Country Club for shooting low score in the annual golf tournament against par. Par on this course is 72, and with a handicap of 17, the Major's medal score for the eighteen holes was one below par.

Mrs. Katharine Lackland, ably assisted by Mesdames Chester, Seeborn, Horton, Fred Wood, Jordahl and Benson, sold more than \$60.00 worth of poppies to the employees of the Depot the day before Armistice Day. The proceeds were turned over to the local Chapter of the Ladies Auxiliary of the American Legion.

The local Red Cross drive, under the leadership of Mrs. Katharine Lackland, assisted by Mrs. Newberry and Misses King and Pyne, is progressing favorably and promises to finish with a hundred per cent membership. The Depot turned out one hundred per cent membership last year and expects to retain that percentage in this year's drive.

Wilbur Wright Field, Fairfield, Ohio, November 6.

Several new night flying DH's, rebuilt in the Repair Shops, were tested on October 30th by Lieuts. G.E. Ballard and H.H. Mills. One of these ships was flown a few days later to Fort Riley, Kansas, Lieut. Paul H. Kemmer being the pilot. Another ship will go to Pope Field, N.C., in the near future.

The Airship SHENANDOAH passed over Wilbur Wright Field at 11:00 A.M. on October 25th. Photographs were taken by Staff Sgt. Neinye. Needless to say, the entire field turned out to see the huge craft.

Lieut. L.H. Dunlap traveled by air from Wilbur Wright Field to Chanute Field and from there he proceeded to Richards Field, Kansas City, in a Martin Bomber, carrying a load of spare parts.

Lieut. G.E. Ballard made a flight in a Martin Bomber, carrying supplies for Chanute Field. He also carried four enlisted men from the 88th Squadron who were assigned to the Air Service Technical School at Chanute Field.

The Officers' Association of Dayton held its first meeting of the season on October 27th. at Memorial Hall, Dayton, Ohio, and same was largely attended by Regular, Reserve and National Guard Officers. The President is Capt. C.G. Brennan, an attorney of Dayton; the Vice-President is Major A.W. Robins of Wilbur Wright Field; and Capt. R.E. Ellis, O.R.C. of McCook Field is Secretary. Plans for the coming year were discussed.

On October 29, Wilbur Wright Field Welfare Association gave a Hallowe'en Dance at the Post Gymnasium to which the entire Post was invited. The decorations were corn stalks, pumpkins and other things appropriate to Hallowe'en. Refreshments were cider, apples and doughnuts. About 300 attended, most of them masked. Two

days later the officers of this Post attended a Halloween Party given at Madock Field, which was in the form of a dinner dance. The music was excellent, as were the refreshments. Several novelties were introduced during the course of the party and everyone enjoyed a very pleasant evening.

Lieutenant-Colonel W.E. Gillmore, Chief of the Supply Division, left Washington for a series of conferences with Field Service Section. At the close of the conferences, Major G.H. Brett and Lieut. C.A. Cover were scheduled to proceed to San Antonio, in an XBLA which was rebuilt in the Repair Shops. While at San Antonio, they will attend a meeting at which the Engineer Officers from all Repair Depots will be present. Major Brett will visit Little Rock A.I.D. before returning to Fairfield.

Langley Field, Virginia, November 8th.

Activities here were cut down considerably since the close of the Competitive Aerial Gunnery and Bombing Matches, but we are now back at the daily routine getting ships ready for the school and cross-country flights which this station is noted for.

Lieut. William J. McKiernan, who departed on Airways Wednesday morning, November 5th, was considerably handicapped by inclement weather. Being one of the old boys in aviation, however, he will return about on schedule time regardless of rain or fog.

Captain William O. Butler, in charge of the Post football team is driving his men to the limit trying to take the rest of the games scheduled and to make a good showing in the triangular league composed of Fort Monroe, Eustis and Langley Field. Two of our best men being on the 3rd Corps Area team has handicapped us considerably, but as we have had very good luck, with no serious accidents and practically the same men playing that started the season, we hope to come out on top.

Langley Field, Virginia, November 13th.

The building which has served as the Operations Office at this field has been patched up and it appears that we are going to have a very decent looking office as well as an up-to-date one. This building came in handy during the Competitive Aerial Machine Gun and Bombing Matches, as we really needed more room than we had.

Now that a place is provided in the office for the Operations clerks to sleep in, we will be able to provide all the necessary information concerning: "Where hubby landed last"; "The weather conditions"; "Why he didn't fly all night", and a lot of other things that confront an Operations clerk.

19TH. AIRSHIP COMPANY.

Due to high winds during the past week little flying was attempted in this organization until November 12. On that date the Airship TC-4 flew to Washington, D.C., taking as passengers Lt.-Col. I.F. Fravel and Major J. Mars from the Office of the Chief of Air Service. A landing was made at Bolling Field and the passengers on the trip were exchanged for Majors Lincoln, Reardan and Captain O'Neill, who made the return trip to this station.

11TH. BOMBARDMENT SQUADRON.

The Squadron lost a very popular officer when Lieut. Harold D. Smith was transferred to Fort Leavenworth for duty. Lieut. Carl P. Eielson of Alaskan fame, an officer who did very efficient work in the installation of the Fairbanks McGrath Air Mail Line in Alaska, has been ordered to duty with this organization.

There have been many changes in the Squadron. First Sgt. Warren was transferred to the Philippine Islands, and first Sgt. Ekman, came from there, to take his place. Staff Sgt. Gordon, a very efficient manager of baseball teams, according to his record with the Honolulu team while on duty there, reported here as relief to Staff Sgt. Sherry, another popular man with the Squadron. The well wishes of the Squadron go with these officers and men.

The glorious game of football was started with a rush when the Squadron team played a six to six tie with Kecoughtan Fire Department. The Fire Department A.C. will get a return game as both teams have an open date. But even his majesty King

football, has to depart as his reign is about over and the Eleventh Squadron's flying basket-ball team will soon be in the limelight.

There is one thing very noticeable about this Squadron aside from its hundred per cent efficiency, and that is one hundred per cent athletic. In being an all around good Squadron, it is second to none, and the men are jovial. Naturally, of course, the officers are popular with the men, or there would be no happy Eleventh.

A certain young private was grieving about some misfortune, and upon being asked what was the matter, he said: "I very nearly got an automobile", "How was that"? "I asked the man if I could have a car, and he said no".

20TH. BOMBARDMENT SQUADRON.

1st Lieut. Sutter, A.S. O.R.C., and 2nd. Lieut. Pyles, A.S.O.R.C., were recently ordered to active duty and assigned to the 20th. Squadron. Lieut. Sutter will be the Squadron Adjutant and recreation officer. He has already organized a squadron football team, and they seem to be doing very well and expect to challenge the 11th Squadron team in the near future.

Lieut. R.F. Cole was granted a 60 days' leave and Lieut. J.J. Welker will be the Squadron Engineering Officer during his absence.

Lieut. J.L. Grisham, accompanied by Staff Sergeant Avaritt, was ordered to proceed to Mitchell Field to carry three Flight Surgeons from that station to Kelly Field, Texas.

Lieut. G.P. Rogers just returned to the Squadron, (20th) having been on leave for the past two weeks.

France Field, Panama Canal Zone, November 7.

Lieuts. Roderick N. Ott, Francis P. Booker, Edgar T. Selzer and James T. Curry, Jr., are back with us again after a month in the States where they, with 7 other officers, represented France Field in the Gunnery and Bombing Competitions held at Langley Field. France Field was victorious in Gunnery, winning everything in sight, and second in bombing, upholding her envious reputation with a splendid exhibition. A complete report, with scores, will be included in our next letter when the remaining members of the team, Major Junius W. Jones, and Lieuts. C.W. Sullivan and Arthur G. Watson will have completed their firings.

Lieut. Melvin B. Asp, who last month had the misfortune to crash with Captain Harry M. Smith returned from Ancon Hospital after four weeks' treatment. A slight distortion of the features is the only obvious mark left by the accident. The personnel of the Field was overjoyed at his return, as it was very much of a surprise to see him so soon. It had been expected, from reports received as to his condition, that he would be away from us for a long time. However, it will be sometime before he will have recuperated enough to participate in active duty. A thorough and speedy convalescence is hoped for. The body of Captain Smith, whose instant death resulted from this accident, was brought by train from Panama City to Colon, where it was received and escorted by the Command to Union Church and religious services held. Immediately afterwards Masonic services were held. Upon the completion of these honorary services, the body was taken to the station and placed upon the train for Panama City, to be there put aboard the U.S.A.T. Somme, for return to relatives in the United States.

HdQRS. 2nd Division Air Service, Fort Bliss, Texas, Nov. 8 - 14.

The three planes of the world flight landed at this station at 12:30 P.M. November 4th. Due to the fact that it was election day and the time of the arrival very few people from El Paso were present. The flyers were entertained in Juarez, Mexico, during the evening. The flight to Chicago and New Orleans was resumed at 7:30 A.M. Nov. 5th.

A Mexican Army plane was flown to the field during the week by Major Fiells of the Mexican Air Service. This plane was Mexican built with a Salmson motor.

The following cross-country flights were made during the above period: Lieut. Douglas with Col. Gaujot, Cavalry, to Douglas, Ariz.; Lieut. Clark to Denver, Col. to photograph landing fields en route; Lieut. Gale to Douglas, Ariz. and return; Staff Sergeant Pierce to Tucson and Yuma, Arizona, and return; Capt. Johnson, Lieuts. Weddington and Douglas and Sgt. Rhodes to obtain photographs of

landing fields at Casa Grande, Maricopa and Phoenix, Ariz.; Lieut. Clark and Sgt. Livesay to Kelly Field for the purpose of ferrying a photographic plane to this station.

Lieut. Gale and Captain Bender made a radio test and reconnaissance flight on Nov. 10th.

Lieut. Clark and Private Donnelly returned from a cross-country flight to Tucson, Arizona.

Private Joseph E. Meyers returned from a ten-day furlough on Nov. 14.

Captain Erwin arrived at Fort Bliss Nov. 7th from Rockwell Field en route to Kelly Field, Texas.

Lieut. C.C. Moseley, on duty with the National Guard Air Service of California, arrived from Los Angeles en route to Dayton, Ohio.

Lieut. Clark flew to Kelly Field on Nov. 5th with Mr. Lowell Thomas as passenger. Mr. Thomas is accompanying the world flyers on their trip east.

Lieut. Gale visited all Border airdromes during the week checking equipment and supplies at those places.

Lieut. Jack J. O'Connell was granted an extension of one month to his two months' leave of absence and will sail for the Hawaiian Department on or about February 18th next.

Four enlisted men of the 2nd Div. Air Service will compete in the examination for entrance to the Military Academy, to take place at Fort Bliss between the 1st and 15th of December.

Camp Nichols, Rizal, P.I., September 22.

Headquarters was unusually busy the past week - payrolls with an entirely new crew in the personnel section created much excitement and it seemed that there was an extra amount of correspondence to be handled. The usual garrison duties were performed by the field and with the continuance of the good weather flying activities were noticeable. The Manila Bulletin, one of the leading newspapers, printed the following article on our flying during the week:

"Completing a flight of approximately three hundred miles, five army planes from Camp Nichols returned late Thursday afternoon from an aerial cruise to Camp Stotsenburg, over the shores of the Lingayen Gulf and back, via Camp Stotsenburg. According to Major George E.A. Reinburg, commander of Camp Nichols, and the Air Service of the Philippine Department, all of the planes made the trip in good shape, experiencing no difficulties.

Prior to leaving here, the aviators executed a tactical problem over the harbor. Ships in the harbor were used as objects of attack. The Admiral Line steamer, President McKinley, which was coming into port at that time, was made the center of the imaginary attack, and figuratively speaking, she was sunk just outside the breakwater. Planes circled about the liner for a half-hour prior to their departure and the passengers on the ship were given an unexpected reception.

From Manila the planes went to Camp Stotsenburg where they landed and refueled. From there they proceeded to the west coast along the shores of Lingayen Gulf. They made no landing there, as there is no suitable field. Returning to Camp Stotsenburg, they again fueled and later returned to Camp Nichols."

The 28th Bombardment Squadron reports the following operations for the week: On Sept. 16th, Lieut. Skanse, pilot, Major Halpin, Inf., Headquarters Philippine Department, and Lieut. Gross flew two DH4B's on a reconnaissance mission to Clark Field, from which point Lieut. Skanse and Major Halpin were escorted by a DH from the Third Pursuit Squadron. They continued on the mission flying over Cabanatuan, Dingalan Bay, Balu Bay and Bongabon, returning to Clark Field, from which point, Lieut. Gross, who had remained at Clark Field, escorted Lieut. Skanse and Major Halpin to this field, completing the mission same date. On the 17th, Lieut. Skanse pilot, Major Halpin and Lieut. Gross flew 2 DH4B's on a reconnaissance to Clark Field, where Lieut. Gross remained on the alert while Lieut. Skanse and Major Halpin, escorted by a DH from the Third Pursuit Squadron, continued on the mission, flying over Lingayan, Dagupan, Dingalan Bay, Balu Bay, Bongabon and return to Clark Field, where the DH from the Third Pursuit Squadron remained. At this point Lieut. Gross rejoined the mission, which proceeded to San Filipe, San Miguel, Subic Bay and Bagac, returning to this field same date. On the 17th, Lieuts. Gullet, Carter and Greer, piloting DH4B's, flew in formation over the S.S. "President McKinley", for the purpose of training, simulating an attack on seacraft. Lieut. Walker

flew a DH to Clark Field, returning same date. On the 18th, Lieut. Skanse pilot, Major Halpin and Lieut. Gross flew two DH4B's on a reconnaissance mission to Los Banos, Pagbilao Grande Island, San Juan de BocBoc, Batangas, Taal, Balay and Nagsugbu, returning same date. On the 19th, Lieuts. Dunton, Snavelly and Kessler, piloting DH's, flew in formation over the S.S. "Empress of Russia", simulating attack on seacraft. On the 20th, Major Reinburg and Lieut. Monahan flew to Clark Field on official business, Major Reinburg remaining over the week-end; Lieut. Monahan returning same date.

The 66th Service Squadron, having finished most of their construction work is now beautifying the grounds around their hangar. So much interest is being shown all over the Post that it looks like a new place. Pretty soon we believe the field will be one of the nicest looking places in Manila.

- Notes from the 42nd Air Intelligence Section -

We notice by the newspaper that the Chinese Kiangsu troops march in pairs under parasols and that one digs trenches under the shade of a parasol held by another. (Infantry Board at Fort Benning please note).

We wonder if by any chance the Chinese load their shrapnel shells with powder puffs. If its coolness they desire, then Private Endler should be consulted on his idea of a thermostatic uniform.

Camp Nichols, Rizal, P.I., September 30.

The Air Service ball team was engaged in cleaning up their new diamond the past week. From the looks of the team while working out we believe we will be able to give the Manila teams a run for their money. Several new members were added to the team and with our good pitching and catching staff we hope to be among the headliners. The first game of the season will be played on the home diamond Wednesday next. Of course, everyone is optimistic - we hope we stay that way, but it's pay-day n'everything and you never can tell.

The officers from Clark Field challenged the Camp Nichols officers to a ball game sometime next week. This is looked forward to with much interest. It appears that we have some good material - several Babe Ruths and Ty Cobbs - but we believe the golf champions should be barred. They can hit a ball evidently, but with no sense of distance. Anywhere over the fence will suit them. Be it known, Clark Field has a champion golfer, too.

The fights regularly held at Fort McKinley are a source of interest and recreation both for the enlisted men and the officers. Some believe these fights are much more interesting than those scheduled at the local fight stadium - at any rate those who crave action get it. We have gone so far as to say that some who are complaining would find fault with a lynching. The fights are worth seeing, however, and the Air Service feels a very keen interest in their success since we are furnishing some of the stars. We have a very promising middle-weight, who fights toe to toe from the word "go" - and for whom everyone predicts a bright future. We also enjoy the distinction of having a fly-weight champion who will be seen in action next week. We feel that that boy simply can't be beaten. Doesn't his championship bear this out?

A number of the officers joined the golf club at Fort McKinley, and every afternoon they are trying out new clubs, new strokes, new balls, and sometimes new profanity. From the rumors, however, we are likely to turn out some players that may make Mr. Sarazen uneasy - maybe.

A Chemical Warfare Officer from Headquarters was ~~with~~^{in getting} us during the past week giving instructions in Chemical Warfare. We have just found out how the movie actresses cry whenever they want to - tear gas being the real article for that purpose. If this isn't believed just ask some of the unfortunate ones who were slow/on their masks and they will emphatically tell you. All the officers on the Post completed this course, and by October every enlisted man of each organization will have been given a complete course in this advanced method of warfare. We have wished, though, that some of the gas attacks could have been staged at night - they make wonderful fire-works.

The 28th Bombardment Squadron reports the following operations for the week: On the 22nd, Lieut. MacIver flew an NBS-1 to Clark Field, returning same date; On the 23rd, Lieut. Kessler flew an NBS-1 to Clark Field, returning same date; Lieut. Snavelly flew a DH4B to Clark Field, returning same date; on the 26th, Lieut.

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Monahan, pilot, and Lieuts. O'Connor, Gross and Taylor flew to Clark Field in an NBS-1, being escorted by Lieut. Gullet in a DH4B. Lieut. Gullet returned on the 27th, and Lieuts. Monahan, O'Connor, Gross and Taylor remained at Clark Field over the week-end.

- Notes from the 42nd Air Intelligence Section -

Lieut. Kirksey, our commanding officer, while at gas school recently took part in an indoor baseball game in which all the members wore gas masks. The bleachers were utterly non-plussed being at a loss how to get in their fine work.

Major J.C. McDonnell, Capt. Earl H. DeFord, 1st Lts. F.V.H. Kimble, Roy W. Camblin and W.A. Maxwell, 2nd Lts. B.W. Chidlaw, J.W. Spry, O.R. Cook and H.M. Wittkop journeyed down to Camp Nichols to witness the opening game of the Air Service Team in the Army League.

Kindley Field, Fort Mills, P.I., October 13.

The rainy season is still with us, as has amply been demonstrated the past week. After a long interval of fine weather number two signal went up and the rain and wind which came in with a bang are still with us and show little signs of leaving for a long time. As a result, it has been impossible to launch sea-planes this month.

The old post exchange building on the hill just above the barracks has been salvaged and the material will be used to repair the bath houses at Malinta Cove swimming beach. The branch exchange now occupies quarters in one corner of the recreation room in barracks. In this location it is much more convenient for the men and an increase in business is the result.

A large consignment of spare parts for the Douglas World Cruisers were received from the Japan end of the World Flight. Nine engines, pontoons, surfaces etc. are available. However, due to the fact that fuselages were not shipped as spares for the World Flight, it will not be possible to assemble a plane. It is hoped, however, that new equipment will arrive in the near future. While the present seaplane equipment could be kept in commission for an indefinite period it is felt they have more than served their purpose and should be "washed out" as soon as new equipment is available. This should not be done, however, before that time, inasmuch as it would place a flying organization in the peculiar position of not being able to function as such. From a standpoint of safety the HS2L's have many flying hours left in them.

The new allotment of N.C.O.'s for the Air Service finally arrived in the Islands and considerable interest is being shown as to just who will obtain coveted promotions. Quite naturally, these vacancies are being filled slowly and it is hoped to fill them with the best available material in the squadron regardless of present grades.

Our nimrods and fishermen are sure in their glory here. Lieuts. Taylor, Burgess and Rush are daily seen on the briny deep in a banca, or headed for the wilds of Mariveles on a hunting trip.

Rockwell Field, Coronado, Calif., November 7th.

Lieut. Lowell H. Smith, leader of the Round-the-World Flight, and the other members of the expedition left Rockwell Field on November 4th for the east, expecting to make Dayton, Ohio, by easy stages. Upon arrival at McCook Field it is understood the World Cruisers will be given a complete inspection to determine their condition after the hard flight around the globe.

Lieut. C.C. Moseley, Commanding Officer of the new airport at Griffith Park, Los Angeles, Calif., left on an air voyage for Washington, D.C., to confer with the Chief of Air Service regarding the Air Service of the National Guard of California. Lieut. Moseley was flying a new DH4B1 #68208, which was remodeled at this Depot for the California National Guard.

Captain William C. Ocker was appointed Operations Officer at this Field.

Pursuant to instructions from the Chief of Air Service, Captain R. G. Ervin, A.S., Engineer Officer, at this Depot, left for the San Antonio Air Intermediate Depot to attend the conference of Engineer Officers held there. During his absence Captain J.H. Houghton, in addition to his other duties was Acting Engineer Officer at this Depot.

The office of the Officer in Charge of Flying established in 1915, was abolished, and all duties and records transferred to the Operations Officer.

With the arrival of two new officers at this Depot, Lieuts. Albert B. Pitts and Bernard T. Castor, the situation as to shortage of officers was somewhat relieved. Lieut. Castor was appointed Adjutant, Personnel Adjutant, and Insurance Officer, relieving Captain J.H. Houghton, who has been acting Adjutant since the departure of Lieut. V. Hine for Brooks Field. Lieut. Albert B. Pitts, was appointed Employment Officer, Agent Finance Officer and Acting Signal Officer.

Clark Field, Pampanga, P.I., October 4.

The Third Pursuit Squadron's base-ball team grabbed the second game of their League schedule from the pill rollers of Camp Stotsenburg by the score of 12 to 3. If they keep up this gait for the entire season they will no doubt be able to unfurl the pennant flag over their grounds.

The team suffered quite a blow last week when two most promising looking youngsters were drafted by the Group to play with the Air Service Team which is entered in the Army League of the P.D. When applying for enlistment the youngsters gave their names as Charles W. Shutt (quite a flinger of the off side type) and George Scott, an in-fielder who has been holding down 3rd for the locals.

A Red State having suddenly declared war on the Blues (Variety unknown) October 1st, we were quite busy dopping out ways and means of holding our own under wraps. Of course, it is a foregone conclusion that our C.O., if given a free rein with the A.S., could have brought hostilities to a close before nightfall and the rain which hit this neck of the woods that afternoon and continued unabated would not have brought lonesomeness to a couple of the ladies of the Field. Lt. B.W. (Bennie) Chidlaw was ordered on a reconnaissance mission over the lines of the Reds, and approaching the thriving city of Dagupan at an altitude of 3,000 feet, motor trouble developed and Bennie was forced to land on the beach North of the city. Lt. (PL) Williams - pilot, Stf. Sgt. E. Micky - Mech. and 2nd Lt. O.R. Cook, pilot, were dispatched immediately after the Operations Officer learned of Bennie's plight, to make the necessary repairs and rescue pilot and plane from the enemy. Shortly after arriving upon the scene one of the famous tropical typhoons blew in upon them and suffice it to say they are still anchored there at this writing. Rumor reached here via the grape-vine route that all of the natives, including the eight Belles of Dagupan, wended their way to the beach and received the Americans with wide open arms.

The commissioned bachelors who are in the habit of spending their weed-ends in Manila are looking rather blue at this writing, as there is no prospect of the skies clearing. A First Lieutenant, whose initials are J.D.R., we know will miss his auto ride after six days of being on the hoof, and a 2d Lieut., who is known hereabouts as Sunshine or Fairweather Wittkop, will miss something or other. What it is no one knows, but our reporter has a clue and we may be able to enlighten our cash customers in the very near future.

Clark Field, Pampanga, P.I., October 11.

First Lt. P.L. (Paul) Williams, 2nd Lt. B.W. (Bennie) Chidlaw, 2nd Lt. O.R. (Kookie) Cook and Stf. Sgt. E. Micky pulled anchor at Dagupan bright and early Sunday morning and returned home via rail. They all seemed to have enjoyed their forced stay in that thriving city, tho Bennie looked as if he had been pulled thru a knot hole. Paul claims that the city has real modern hotels and Kookie chirps in to say that the bed they furnished him was more than modern as he wasn't the only occupant of it. From all accounts he didn't succeed in getting much sleep, as a million and one B.B.'s paid their respects.

1st Lt. J.D. (Rex) Barrigar has the privilege of driving his own bus once more after a thirty day siege of hoofing it. Rex claims the old dogs feel fine and he is seriously contemplating getting rid of his bus, as he is about convinced that walking has it on riding for real exercise.

Mst. Sgt. W.C. (Gloomy Gus) Hunter and Stf. Sgt. Pete Rice led the Top-kicker of the 3rd Sqdn. (B.K. Wanson) astray last Monday evening. They took him to Angeles and threw a mean party. One of our cub reporters interviewed Gus Tuesday morning, or rather he tried to. It seems he wasn't putting out any info, however, and our readers will have to be satisfied with what we picked up via the grape vine route. It seems that one of the leading female social lights of Angeles put on the party in commemoration of her advent on old mother earth some fifty odd summers ago, and the story as we get it is that she put on a mean nose bag full of fodder for the boys, serving them pink lemonade, lollypops and everything.

Melan

Information Division
Air Service

December 18, 1924

Munitions Building
Washington, D.C.

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

For Release December 22, 1924

TOPOGRAPHIC SURVEYING BY AERIAL PHOTOGRAPHY
By Robert R. Aurand

The acme of topographic surveying is in aerial photography.

It delineates in minute detail any place or region - the progress of Chicago's new lake front project; the plotting of an ancient city of Yucatan overgrown with tropical vegetation; the configuration of a battle line. So important has aerial photography become in recent years - photographs or mosaics superseding blueprints and maps on many immense engineering undertakings - that the possibility that future surveyors will lay aside their present tools of drudgery for an aerial camera is not considered a preternatural assumption.

That there are several corporations already engaged in this fascinating science commercially is well known, but the fact that there is but one school in this country where the student can obtain a comprehensive knowledge of aerial photography is not of general knowledge.

The Department of Photography of the Air Service Technical School, Chanute Field, Rantoul, Ill., has been in practical operation since July 1, 1922. It is conducted under the most advanced methods and so far ahead of printed publications that the latest editions are considered obsolete. With its efficient teaching personnel comprising commissioned, enlisted and civilian instructors, the school has graduated, since the date above mentioned to the present time, 139 students classed as follows: Officers - U.S. Army Air Service, 10; A.S. Reserve Corps, 5; U.S. Marine Corps, 1; U.S. Navy, 1; Enlisted men, U.S. Army Air Service - General Photography, 105; Motion Pictures, 9; U. S. Marine Corps - General Photography, 8; Total - Officers, 17; Enlisted Men, 122.

The course for officers of the Regular Army lasts 38 weeks and for reserve corps or national guard officers, 3 months. These two courses cover in their scope all phases of the subject from a general study and demonstration of the fundamental principles involved in elementary photography, through photographic chemistry, mosaic making and photography to and including photographic interpretation or the last minute methods used in extracting military information from aerial photographs and in disseminating such intelligence. General photography for enlisted men of the Regular Army covers much the same ground, lasts sixteen weeks and produces a competent man in mosaics. The course for motion picture camera operators thoroughly familiarizes the graduate with those subjects pertaining to operation and maintenance of motion picture cameras and practical outdoor cinematography on the ground and from the air. Its duration is but eight weeks.

These four courses, constituting the curricula of the Photographic School, are handled in so effective a manner that, unlike most graduates of an institution of learning, those who successfully complete their instruction are fit to practically apply the knowledge gained.

TRANSPORTING SUPPLIES VIA AIRPLANE

During the months of September, October and November, shipments made by air from the Air Service Supply Depot at Middletown, Pa., amounted to 3,579 pounds. These shipments consisted of airplane spare parts and clothing, and were consigned to various Air Service fields. The planes in which they were transported were DH4B's and Martin Bombers.

These supplies are, of course, only a fraction of the amount transported from this depot. It should be stated also that no planes are sent to Middletown for the express purpose of securing supplies, but whenever a pilot makes a cross-country training flight and stops at Middletown en route, if there happens to be a shipment consigned to the particular station for which he is bound and there is room in the airplane, the pilot assumes the role of a freight carrier and receives a shipping ticket, which he has receipted at destination and returns to the Depot.

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Let us assume that a particular field is in immediate need of some airplane spare parts. If a pilot from that field happens to go on a cross-country flight and can, without going out of his way return via Middletown, he makes a landing there, loads in his plane whatever supplies space will permit and transports same to his home station.

It will thus be seen that utilizing the airplane as a freight transportation agency as incidental to cross-country training flights is not only a measure of economy in connection with the expenditure of money for transportation of supplies but also aids in speeding up Air Service work.

AIR SERVICE CONTRIBUTES MATERIALLY TO ARMY RELIEF FUND

As a result of aerial exhibitions held at various Army Air Service fields and stations during the past summer and early fall for the benefit of the Army Relief Society, a net amount of \$40,000 was realized, which was turned over by the Chief of Air Service to Mrs. Mabel W. Stimson, President of the Army Relief Society, with the following letter of transmittal:

"December 2, 1924

My dear Mrs. Stimson:

Last year the Air Service as a concrete expression of the appreciation of the excellent work and service of the Army Relief Society, of which you are President, contributed a substantial amount derived from public air demonstrations at the respective Air Service stations. This year the Society has even increased its efforts in extending immediate aid to the dependents of Air Service personnel who have unfortunately lost their lives in the service. We are very grateful for this cooperation and are heartily in accord with the splendid work your society is doing.

This summer and fall the several Air Service stations have continued the plan of last year by having an "Army Relief Day", the proceeds of which are turned over to the Army Relief Society. The results have been very gratifying. In all cases the demonstrations were successes and fortunately were completed without accidents of any kind. All of our men and ladies worked together most enthusiastically in support of the movement. They were, however, very well repaid for their work by the support of the public and a large attendance. If the opportunity should present itself, I should like very much to tell you the details of the work done by the Air Service people.

The returns from most of the fields have come in, and in the name, and on behalf of the Air Service, I am sending you with this a draft to the order of the Treasurer of the Army Relief Society for \$40,000. Any additional amount that may be received will be forwarded later.

Very truly yours,

Mason M. Patrick,

Major General, A.S.,
Chief of Air Service."

Mrs. Stimson's acknowledgment of the above contribution was expressed in her letter of December 4th to General Patrick, as follows:

"My dear General Patrick:

I beg to acknowledge with deep appreciation the receipt of your draft to the order of the Treasurer of the Army Relief Society for \$40,000, together with your very kind letter.

It is difficult indeed to express the gratitude which we feel to you men and women of the Air Service for this very splendid gift to the Army Relief Society. May I ask you to extend to each and all who shared in making this generous contribution possible the hearty thanks and appreciation of our Board of Managers?

I hope indeed the opportunity may soon present itself when you can tell me something of the details of the work done by the Air Service people.

It has been a great privilege to us to render such aid as was needed during the past year to the dependents of the Air Service personnel who have lost their lives in the service. Each case has received our most careful and sympathetic consideration. Indeed, we feel that we receive from them quite as much, if not more, than we give.

It is such an inspiration to come in contact with the fine courage and self-respect which so many of these plucky little women of the Air Service reveal in their brave efforts to take up the burden of living alone. We assure them of our

LIFE INSURANCE FOR AVIATORS ✓

"The time will come when life insurance companies will be willing to grant insurance at regular premiums on the lives of travelers by air and the operators of aircraft", was the prediction made by Major General Mason M. Patrick, Chief of Air Service, in an address which he delivered on the afternoon of December 11th to the 18th Annual Convention of the Association of Life Insurance Presidents held in New York City.

General Patrick's address was as follows:

"When invited to address this meeting I must confess that I was somewhat cheered and elated by the knowledge that an association of insurance men was at last willing to take some kind of a chance on an aviator. I hope your Committee of Arrangements has not underestimated the hazard of this risk.

For my part I am going to venture the bold statement that before very long air traffic, air transportation, will be on a par with other transportation risks. Otherwise history will have reversed itself.

Someone has said that the most precious thing in the universe is 'Time,' for God measures it out second by second and no two seconds occur simultaneously. Throughout all the ages men have been possessed with a certain divine discontent with their means of annihilating space and time, they have striven to lengthen their days, to devise methods by which they may transport themselves and their possessions more quickly from place to place. Walking and running proved too slow and irksome, so prehistoric man harnessed the reindeer and the horse; with oars and sails his boats were propelled over the water; railroad trains, steamships and later the automobile catered to his desire for more and more speed. Those of us whose memories are long enough to span only a score of years can easily remember the beginning of man's latest attempt to achieve the conquest of the air. And today he can literally look down upon the World from Above, and in aircraft can surpass birds in flight, can travel faster than in any other vehicle which he has invented.

First of all it must be remembered that although the Wright brothers did make their first flight in an airplane twenty-one years ago, it was really not until the World War had shown the military value of aircraft that any considerable development took place and during the four years this war lasted the improvements in planes and engines were entirely along military lines. This was beneficial, for under war's stress, with the necessity for improvements so great, much was accomplished. On the other hand, in this country at least, it left a vastly expanded industry with no peace time demand for its products and also a great number of military aircraft which were subject to rapid deterioration and which were sold or offered for sale at much less than the cost of manufacture. From this state of affairs we have not yet entirely recovered.

It is a fair statement that the legitimate business-like study and development of aircraft, and this applies abroad as well as in the United States, covers only the time since the war or say a period of only five or six years.

I want to touch for just a moment upon the military phase of this development and use of aircraft. The experience of the World War has convinced all who have studied the matter that in future wars aircraft will play an important or possibly a decisive part; that the only adequate and effective defense against an air attack is an air force of your own; and hence such an air force properly equipped, highly trained, must be part of our military establishment.

Aircraft operating with land armies or with a fleet on the high seas, ascending to considerable heights, make it possible to see over large areas and by visual reconnaissance and by aerial photographs to secure military information of great value. When a mile high the horizon is a hundred miles away and one overlooks an area of about 30,000 square miles. As a striking force armed with machine guns and bombs, aircraft can wreak havoc on all beneath them, whether it be cities, industrial establishments, lines of communication, land forces or naval vessels.

So far as our national safety is concerned, it is my firm opinion that an adequate air force is the best peace insurance policy that this country can obtain.

Aircraft as weapons of warfare yearly become more swift, more powerful, more destructive; but it is in aircraft as agents of commerce, carrying the world's goods and transporting the peoples of one community to another, that the deeper significance lies.

And right here it may be said that we do not yet know all that must be known about the design of aircraft for the many and various uses for which they may be employed. We are learning all the time, but as has been the case with all other methods of transportation, steamships, railroads, automobiles, we have had to learn by our mistakes. The work of the pioneers has been beset by many dangers,

and it has cost many lives. Mark Twain once said that the only two things characteristically American were ice water and railroad accidents.

Insurance agents do not run after trail blazers. They would not be good insurance men if they did. So these pioneers are spared at least this one agonizing experience. And it was a long time before the Neanderthal man who broke reindeer and rode three toed horses was invited to chisel his name on the dotted line. We can imagine how a Board of Directors treated his application.

I am told that there once was, possibly there still is, a Scottish Widows' Society that wrote insurance. Just a hundred years ago its Board of Directors, after much travail of spirit, gave their policy holders permission to ride on steam vessels without voiding their insurance, provided these dangerous craft followed prescribed routes which took them not far from land. And yet today there is probably no safer place for a man than on an ocean steamer.

Inevitably the time will come when the life insurance companies will be willing to grant insurance at regular premiums on the lives of travelers by air and the operators of aircraft. This would greatly aid the development of air transportation and I hope that this Association will give careful consideration to such an important matter. While I am informed that, generally speaking, insurance policies draw no distinction between air and railroad travel and that the ordinary life insurance once issued applies equally to both, there is still a hesitancy on the part of some underwriters to insure either amateur or professional flyers. When such risks are accepted now they cover only limited amounts and at increased premiums. My office is gathering statistics which will be useful I am sure in determining the premiums that should be charged and these data will be made available whenever they are desired.

The British Aviation Insurance Group will now insure airplanes against fire, theft and accidental damage; pilots and passengers against injury or death; against injury or death to third parties; and the safe arrival of cargoes.

It is significant also that the insurance rates on fragile articles, fashion goods and the like shipped between London and the Continent are several times less by air than by boat and rail when all risks are included. If theft risks are excluded from boat and rail coverage, the rates are practically the same. This theft hazard for such shipments on continental trains is unusually high, while it is practically negligible if they go by air.

While it is known that the National Aircraft Underwriters Association in this country has been studying the matter, as yet they are not prepared to issue policies.

It is a fact, however, that much has been done during the past few years to make flying less hazardous. This involved the consideration of many factors, among them the improvement of the equipment, laying out and marking air routes and the creation of proper facilities along them. With landing fields at proper intervals, many of the risks of flying would be eliminated. So long as the power plant in the aircraft, that is the motor, functions properly, or in other words, as long as one can stay in the air, there is little or no danger. Motor failure makes it necessary to land. Many of the accidents which occur are due to the fact that when forced to land there is no unobstructed field upon which an airplane may alight.

That there are comparatively few casualties suffered by the Air Mail is marked evidence of the safety with which a well designated air route, one along which there are enough landing fields, may be traversed. These Air Mail pilots flew over two million miles without a single fatality. On the British and Dutch air lines during the last three years the average number of passenger air miles per passenger fatality was 2,663,000. Prior to 1913 for a number of years there was an average of one passenger casualty on our railroads for about every two million passenger miles. Military flying is, of course, more dangerous than ordinary commercial air travel. And yet it is gratifying to state that our fatality rate in the Air Service measured by aircraft flying hours, or by the number of miles flown, is markedly less than it was even three years ago. That air travel will be made more and more safe as time goes on there seems to be no reason to doubt.

In fact, it is believed conclusive evidence already exists that air travel under proper conditions can be conducted with a degree of regularity, safety and dispatch sufficient to establish it as a significant additional channel of commerce in the transportation resources of a nation. Air transportation has passed the experimental stage. The knowledge gained during the past six years in the operation of regular air transportation services, particularly in Europe, has demonstrated incontestably that aircraft as agents of commerce have 'arrived'.

The following figures, recently compiled in my office, will serve as a convenient measure of this accumulated experience:

During the five years from 1919 to January 1st, 1924, regular scheduled air transportation services have operated an aggregate mileage of over 20,000,000 miles. They have transported during this period a total of 121,496 passengers, 8,200,000 pounds of merchandise and 7,145,000 pounds of mail.

If we allow 150 pounds per passenger, as a conservative estimate, and add to the above figures the probable traffic during the present year as determined from available statistics, regular air transportation services will have transported by the end of 1924 a grand total of 51,000,000 pounds an aggregate distance of 28,000,000 miles. It is therefore evident that much information has been gathered to aid in judging the merits of aircraft as regular transportation agents.

During the past three years the Post Office Air Mail Service in this country has transported over 4,000,000 pounds of mail along the transcontinental route between New York and San Francisco with a loss of only five one-thousandths of one percent. This may be compared with the percentage of registered packages lost in the United States during 1922, namely, seven and a half one-thousandths of one per cent.

This air mail has already brought New York and San Francisco within about 30 hours of each other, lessening by at least two whole days the time otherwise required for the delivery of mail from one terminus to the other, and very soon it will be possible to mail a letter after the close of the business day in New York with the assurance that it will be delivered in Chicago by the time the next business day there begins.

A careful survey has shown that the average daily transfer of bank checks between New York and Cleveland amounts to about \$3,000,000; between New York and Chicago to about \$9,000,000. In fact, taking the cities of Chicago, Detroit, Cleveland, New York, Philadelphia, Baltimore and Washington the average daily exchange of all interest-bearing shipments among them amounts to about \$35,000,000. It is a simple matter to calculate the interest for each day saved in transit.

Briefly then, after an impartially exhaustive analysis of all the available evidence, we have concluded that aircraft, under suitable conditions and with proper management may be employed in regular transportation service for the carriage of passengers, mail and goods with equal or greater safety and reliability than existing standards for train service and with a great saving in time.

Further to illustrate this time saving, only a few weeks ago I was in Boston and wanted to send a package and message to New York. These were given to an airplane pilot who flew from the Boston Airdrome to the landing field at Mineola on Long Island, delivered them, received an answer to the message and was back in Boston just two hours and fifteen minutes from the time he left there. On another occasion when in Washington it was necessary for me to consult with one of my men in Detroit. He was called over the long distance telephone, told to come to Washington at once. He left the Detroit field and landed on the Washington field just three hours and two minutes later.

Most of you no doubt know of the development of air transportation in Europe and that it is a simple matter to travel by air between practically all European capitals. These European air transportation companies have regular schedules and tariffs just as do railroad and steamship lines. The question is often asked why in this country where distances are so much greater, air transportation has not before this come into being. The answer is a simple one. The European countries have recognized more clearly than ourselves the military and the economic advantages of developing and promoting these air transportation companies. They therefore subsidize them or practically guarantee to the operating agencies a profit on their investment, and in addition there is Government supervision of all flying. In this country we always balk at the word "subsidy" and yet there is no method of transportation ever employed which has not been subsidized indirectly by states or by the Federal Government, or by both. Even in the early days of animal-drawn vehicles the individual did not build his own roads except on his own property and these were provided by county or state governments. Many of our railroad systems were given immense land tracts. The Federal Government improves and lights waterways and harbors while State and Federal agencies are spending money by the hundreds of millions of dollars for building roads for automobile traffic. These are all indirect subsidies to the different methods of transportation. So far nothing of this kind has been done for air transportation. Furthermore, the vehicles employed on land and water are carefully inspected and as a rule their operators are licensed.

With similar governmental supervision and aid there is no reason why air trans-

portation will not be financially successful. That its advantages will be duly recognized and that such assistance will be forthcoming there seems to be no reasonable doubt. We cannot afford to lag behind, for if our national safety depends on the development and use of aircraft, so too it may be said without exaggeration that our economic independence, our ability to compete with others in the markets of the world may likewise depend upon the development and use of aircraft.

The spectacular exploits of aircraft in recent years, of which perhaps the Round-the-World Flight of our own Air Service planes is the culminating example, are indicative of the almost unlimited field of application to which aeronautics is adapted. They are stimulating suggestions of the great future role which aeronautics will play in binding the peoples of the world together in one vast friendly fraternity.

The World Flight was undertaken for many reasons, to ascertain the ability of our equipment to withstand varying climatic conditions, to test out the route followed around the world, its feasibility, its practicability and to obtain other much needed data. It showed clearly that aircraft furnishes an easy means of communication particularly with distant parts of the world where such were lacking. The men sent on this mission carried from us to the peoples of many other lands a greeting and message of good will and these winged ambassadors of ours so bore themselves that we could be proud of them as our representatives and can feel that everywhere they landed they created a most favorable impression and they were worthy of the trust placed in them. With it all, since they have returned from their great adventure they have shown themselves to be modest and unspoiled.

In the years to come and possibly not so far in the future, looking at the air liners then in common use, men will view in the National Museum the tiny planes that made the first air journey around the world and will marvel that any man was bold enough to attempt in them such an undertaking, just as today we contrast the Leviathan with the cockleshells in which Columbus ventured forth upon the trackless and uncharted ocean.

Vivian and Marsh in their history of Aeronautics say, 'A very great part of the inventive genius of man has gone into devices intended to facilitate transport, both of men and goods, and the growth of civilization in reality is measured by the improvement of the means of communication.'

Trotter has pointed out, in his brilliant analysis of the 'Instincts of the Herd in Peace and War', that is is man's unique capacity for communication that has made him master of the world. Speaking of human society he says: 'The ultimate and singular source of inexhaustible moral power in a gregarious unit is the perfection of communion amongst its individual members. . . . In the very flesh and bones of man is the impulse towards that closer and closer union which Nature has so long foreshadowed. . . . That perfect unit will be a new creature, recognizable as a single entity; to its million-minded power and knowledge no barrier will be insurmountable, no gulf impassable, no task too great.'

It is the realization that air transportation is destined to play an increasingly significant part in the final attainment of such a goal that inspires all of us who are interested in its development and urges us to greater and greater efforts.

As one goes higher, and looks down upon the World from Above, whether from a height reached in an airplane or from the top of the business ladder, the air is rarer and left far behind are the companions of lower levels. But there are compensations. The view is broader and the mind is more atuned to grasp its meaning.

With better means of communication comes better understanding among men and among nations. Aircraft, terrific engines of war, may do much to promote the peace of the world. Again, improved methods of communication bridge the space between invention and general usage. Aircraft are thus at the same time a cause and an effect. They are their own stimulant without endangering the stability of the Constitution or of any recent amendment. The rapid development of aeronautics stimulated the imagination, provoked hope and brought about its realization. The present generation has dreamed, has imagined, but it has also made practical the conception of utilizing the great air spaces. Their hitherto mystery is a mystery no longer.

With admitted pride in what we have already done in this, our chosen field, we pray for increased power of accomplishment and we are sure that within a brief span of years we will receive a Providential benediction with the certainty of greater and greater achievements.

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SOME INTERESTING "DOPE" ON SERVICE IN THE PHILIPPINES

The following suggestions are made for the advice of those preparing for a tour in the Philippine Department, with the desire that they may be of assistance in the avoidance of unnecessary expense and inconvenience:

There are at present three (3) Air Service stations in the Department - Headquarters 4th Composite Group, 28th Bombardment Squadron, 66th Service Squadron, 6th Photo Section, 42nd Air Intelligence Section, and the Philippine Air Depot, are all at Camp Nichols, six miles from Manila. Since there are but seven sets of quarters on the post, most of the officers and all the married noncommissioned officers entitled to separate quarters live in Manila and nearby suburbs, where facilities are readily found at about the same rates as in the States. The Intelligence Officer, Camp Nichols, will have a list of desirable vacant homes for the assistance of new arrivals.

Kindley Field is located at Fort Mills, Island of Corregidor, Manila Bay. The 2nd Observation Squadron is stationed there. Seaplanes only are being used. No landing facilities for land planes. Ample quarters are available. There is a daily free government boat to Manila, two and one-half hours away.

Clark Field, at Camp Stotsenburg, 52 miles airline from Manila, is the home of the 3rd Pursuit Squadron, with ample provisions of quarters. A good road puts Manila about 2½ hours away.

Each of these stations has its peculiar advantages, and there is but little difference if any, in point of desirability. In fact, officers at each of these posts seem to prefer their present assignments. Visiting between the posts is frequent. Social activity throughout the Department, in fact, is quite marked.

Nearly everyone makes a trip to China, Japan, or some other part of the Orient during the course of his tour, and it is well to anticipate such a trip at the outset. The weather in Northern China and Japan is quite cold. Camp John Hay, at Baguio, P.I., is regularly visited on detached service for recuperation and rest. Its altitude is 5000 feet, and the temperature feels even lower than it is after the heat of the lowland.

Climate and health conditions at all Air Service Stations are good, with certain reasonable precaution, which soon becomes a matter of habit.

Drinking water is especially supplied from approved sources. Do not drink anything excepting in places of the better sort. Exercise is the one absolute essential to health, here more than anywhere else, and must be taken regularly. Confer with your Post Surgeon immediately after arrival.

The Philippine Islands, while a possession of the United States, have a district government of their own, their own laws, police and judicial system, which is quite different from that of the United States, their own coinage and customs. The principal languages, besides the various native dialects, are of course Spanish and English. The exchange value of the coinage is subject to fluctuation, but for some time has been established at par. The values in U.S. Money, commonly known as "gold" being:

Peso - - - -	50 cents
½ Peso - - - -	25 cents
20 Centavos or	
Peseta - - - -	10 cents
10 Centavos - - - -	5 cents
5 Centavos - - - -	2½ cents
1 Centavo - - - -	½ cent

United States coin and currency is generally understood and accepted, but it is not in circulation. States checks are not popular, and it is well to bring any funds herein cash or some form of readily negotiable bank paper. To guard against possible depreciation of the peso, some people carry their surplus funds in a "gold" account at the bank, having a "peso" account for current use.

In practice very little cash is handled, signature on "chit" being accepted almost universally throughout the Orient. However, one should not expect his chit to be accepted until he has made arrangements for such credit. Newcomers have frequently been embarrassed in this way. Prompt monthly settlements of accounts is even more important here than at home because of the loss of "face" involved.

Good servants are obtainable at reasonable rates, as: Cook ₱40. to ₱50; house-boy, ₱18 to ₱30; Lavendera (Lauderer) and Amah (nurse woman) accordingly.

It costs about ₱15 per month to feed a native servant. None should be employed without examination by the Post Surgeon.

All vaccinations and typhoid inoculations should be completed as long as possible before sailing, especially in case of children. Most popular American products are to be had in the islands, but if infants are accustomed to some particular prepared food, it is advisable to bring at least one month's supply in addition to that required for the voyage. By all means consult with the Post Surgeon on arrival, regarding health of yourself and children.

In general, it is advised to bring with you as little as possible in the way of household effects, clothing and personal property. Everything necessary can be had locally, and in most cases more cheaply than at home. There is no duty on American manufacture. Clothes are much cheaper here, and infinitely cheaper in China. Bring no woolen clothes whatever, except those necessary for the voyage, and possibly one woolen suit to be used in Baguio for sports. Khaki uniforms will cost you about ₱16 at the Post Tailors, and white ₱18. Civilian dinner clothes are necessary with traveling in the Orient outside the Philippines and advisable for Baguio. They will cost about ₱150 in Manila.

Furniture, rugs, draperies, linen and objects of art should all be left at home. The white ant eats them, and mold and mildew during the rains complete the job. You will find all such things very cheap here.

If you have a car, it is well to bring it, but disabuse yourself of any idea that you will be able to sell it, at the end of your tour, for what you gave for it in the States. The second-hand car market is poor. Obviously, the more popular and best represented makes are the best to bring. Luzon has plenty of excellent dirt roads, mechanical repair work is fair, and such work as painting, upholstering, etc., is cheap and good. Get a license as soon as you arrive, also a driver's license and acquaint yourself by all means with the Philippine traffic laws. Entanglement with them is apt to be extremely unpleasant.

Bring golf clubs, tennis rackets and shot guns. If interested in big game, tiger can be gotten in Indo China and Elephant in Borneo. All fire arms must be declared and registered with serial number, etc.

It is unnecessary to concern yourself about temporary accommodations upon arrival in Manila. Passenger lists are forwarded by radio and it is the practice at Camp Nichols to arrange accommodations either by reservation or otherwise for all Air Service arrivals. The arrival of a transport, occurring as it does but quarterly, is an occasion of great festivity in Manila, the Army and Navy Club being the scene of many gay parties and touching reunions.

TO WINNING TARGETS FOR ANTI-AIRCRAFT ARTILLERY PRACTICE

Army Air Service pilots at Kindley Field, Fort Mills, P.I., recently cooperated with the Coast Artillery by towing a sleeve target for machine gun fire. Lt. Fowler of the Anti-Aircraft Battalion, Fort McKinley, had been conducting a class for the Coast Artillery at this station. In order to make the course more practical and interesting, it was desired to have a target actually towed by a plane. It was necessary to improvise a special reel and also to operate target from the wing. This was necessary due to taking off and landing in the water. A light platform was securely fastened to the wing and the reel securely attached. The man operating the target strapped himself to a strut and everything worked as readily as if he were in the cockpit. Quite naturally the target slowed down the H Boat considerably. This was taken into consideration in the size of the sleeve and everything worked out as planned. Due to the low altitude at which it was necessary to fly and the roughness of air in the vicinity of Corregidor it required that the pilot be on the job every moment. Several hits were made by the machine gunners and they were greatly elated. Lieut. Fowler states that this is the first time a plane has towed a target for terrestrial machine gunners to fire upon. He states that he has had several years' experience at this work at Fort Monroe, Va., and that he is positive that this is the first practice of this nature. Kindley Field also derived considerable experience from this work, and everyone evidenced the greatest interest, but regrets that there was no new equipment on hand to handle this work.

That the Air Service cooperation was appreciated was evidenced by the following letter received from the Commanding Officer of the 92nd Coast Artillery, by the Commanding Officer of Kindley Field:

"The Regimental Commander desires to express his thanks for your cooperation in providing a towed aerial target during our course in anti aircraft

Machine Gun Marksmanship.

The aid and cooperation of Lieutenants Burgess and Niergarth in making possible anti-aircraft machine gun fire at a target towed by one of your planes is especially appreciated."

WHY NOT A LEAGUE OF AIR SERVICE WOMEN? ✓

Our query is prompted by the following article which appeared in a recent issue of the COAST GUARD BULLETIN:

"League of Coast Guard Women

The Bulletin is pleased to learn that the membership of the League of Coast Guard Women is increasing daily, and that a marked interest is being manifested in it by the women of the Service, and their friends throughout the country. A number of very encouraging letters are being received by the Board of Control at Washington, indicating the prevalence of a most gratifying spirit of helpfulness and cooperation. The local units are being formed for active work as speedily as circumstances will permit. It is the earnest wish of the Board of Control that the women of the Service will make it their personal business to see that the membership is increased to the greatest possible extent. The object and purposes of the League should appeal to everyone. It has a great work before it. Let us endow it with the splendid spirit of the Coast Guard itself. There is no undertaking possible of performance at all that the men of the Service in their line of endeavor do not successfully accomplish, and the Bulletin believes that there is deep-rooted in the hearts of the women of the Coast Guard that same desire and will to do, within their sphere, if they are given the opportunity. Women of the Coast Guard! This is your opportunity, and it is an opportunity of high purpose and worth your while, for every effort you put forth in the cause will be recompensed by good will, brotherhood, helpfulness, unity, solidarity, and a stronger and better-than-ever Coast Guard. The Bulletin urges a speedy enrollment of the women of the Service."

COLONEL GRAHAM ASSUMES COMMAND OF ROCKWELL DEPOT

Lieut.-Colonel Harry Graham, Air Service, took over the command of the Rockwell Air Intermediate Depot on Thanksgiving Day, relieving Major S.W. FitzGerald, who was on temporary duty at the Depot since the departure of Major H.H. Arnold. The Colonel and his family motored from the East and reported a very interesting and pleasant trip across the continent.

Major FitzGerald, upon being relieved of his duties at Rockwell, returned to his proper station at San Antonio, Texas, by air, piloting a newly overhauled DeHaviland. The Major, like all other officers who have had experience with the Rockwell Air Intermediate Depot productions, was not backward about expressing his appreciation of the workmanship of this Depot. Major FitzGerald took an SE-5, remodeled at this Depot, with him when he was transferred to Kelly Field in 1922.

CHINESE CHEF "FLIES" EVERYTHING

A good yarn is going the rounds at Brooks Field, San Antonio, Texas, the home of the Air Service Primary Flying School, regarding Joey Wing Hi, Celestial Chef and flivver pilot extraordinary, out here who ran afoul of the law the other day. It seems that Joey had poured tabasco sauce or something more than usually potent into his gas tank with the result that his ancient wreck exceeded considerably the moderate speed of 20 m.p.h. which the law demanded. So the Law dragged Joey down to the village bastille where the Sergeant booked him.

Q. "Name?"

A. "Joey Wing Hi."

Q. "Where from?"

A. "Blocks Field."

Here the Sergeant paused, because from the cosmopolitan nature of the School out here it might be the nephew of a Chinese emperor as well as not.

Q. "Are you a flyer?"

Here Joey brightened up at once. "Sure, me fly eggs, me fly steak - me fly ev'lything."

Whereat the Sergeant collapsed.

SANTA CLAUS UP-TO-DATE.

An 8-year old youngster up in Holyoke, Mass., apparently has a very modern conception of Santa Claus. We just received a letter from him addressed "Santa Claus, U.S. Air Service, Washington, D.C." which we quote as follows:

"Dear Santa

Would you please bring me some presents a scooter or 1 game or 1 book or a steam engine you will find my stocking on the left hand side you will see a door there there are two children they are Norman and William and there are grandpa and grandma and mother and father do not forget my brother William is sixteen years old and Norman is eight years old my brother William would like a pair shoe-skates or a pair of nice slippers or a nice fountain pen or a nice box of cufflinks. Dear Santa I think I will stop now I wish you a merry Christmas Dear Santa I live on 293 Upper Springfield Road. good by dear Santa my brother wish you a very merry Christmas good by Santa don't forget me and my brother dear Santa good by."

We hope that Santa, as he wings his way through the starry heavens on Christmas eve in his high-powered speed plane will not forget to make a landing at Holyoke and fill up that empty stocking.

NEW AIRPLANE FOR GENERAL PATRICK

The Repair Shops at the Fairfield Air Intermediate Depot, Fairfield, Ohio, are very busy these days. One of the pieces of work of which they are especially proud is the DeHaviland which is just being completed for General Patrick. The very finest material and workmanship has been put in it. It has a baggage compartment, two fully equipped instrument boards and many other improvements. The fuselage is finished in light blue, the surfaces have a clear finish and the radiator, wheels, streamline, etc., are given an aluminum finish. This plane has been assembled and will soon be ready for a flight test.

INNEDA MOTO TAKES CROSS EYED COUNTRY TRIP

Readers of the News Letter, particularly those who have followed the adventures and misadventures of Hashimuru Togo, the Japanese school-boy, in various magazines, may be interested in the following contribution sent in to us by the Headquarters, 91st Division, Air Service, San Francisco, Calif.:

November 13-1924

Hon. Capt. Herold
Crispy Field
Dear Sir:-

Saturday while making to walk near hangar at frying field I am honored to meet ferrow who are member of sky men who go top-side in motor-kite of 316 atmospheric squadron. "What are doing to armistis day?" I ask to know. He say "Cross eyed councree trip to Stocktown for put on selebration, and you are going two." I clap hands at each other with joy. "Whoray," I eject - "Am so pleased to fly over land instead of soft water as we do at defence day peculiarities." So on Monday we make start at Stocktown with 8 motor kites full of HistanDup Squeeza motos. Capt. Herold go along in De Haveland but have so many horses under moto cover, he are soon leave Curetias plane in backside. Ship who are more slow all fly together like even ducks only more so, and I sink colda. Atmosphere are such as north pole are accustomed. Bout for oclock we approach to stocktown from over roofs and land at field which are prepared to welkome Pac. Battlefleets air squadron - I sink somebody pour water on. Mud are considerable. Capt. Eaton while drive to place for park, make surface nose-dive in mud, but little tin puddle jumpa come along and pull out. After landing are accomplished dangers of cross eyed country flight begin. Stockton people are so enthusiast about give fly ferrows good time, that somebody leave real cold medicine out in plain sight of aviators -- oh big mistake! while reseptical of commerce men make speeches of welcome air fellows are reaching for medicine because of cold. By time dinner are served talking are much in evidence. Everybody talk and say very little. Dinner are monstrous sucksess. And would be more sew except Lewt. Price who are proposing toast with salt cellar squirt salt in my eye which burn smartly. Wood like to tell of what had for dinner but cant make to remember. After about third ontray of first course, I am incline

to think we have been roped into family reunionsuit. We have Capt. Potta and Lewt. Doc. Potta who are fright surgeon, and meet in Stockton too more Potta's who claim are not relation; but thought have come thru mind that are kind of Scotch reunion. Every place hear either Potta - Potta - potta, sound like formation flite of roaring OX5s or somebody holla for scotch. Also seemes to be fellow by name of Borban but did not see, tho hear name called upon many time.

After dinner we are took to beautiful dance by mr. Lawrence are one of entertainment cummittee. Mr. L. are related to mr. Zigfield because he know where all good-to-look-at girls live. None of them are home that nite - they are all with aviators at party. Next day are armistis day and we fly over town with many wreaths which way about five lbs. per each one. Are supposed to dump out over particular spot which are bldg. under construction, but somebody get signal mixed and wreath are dumped all over Stockton. One lands on top Chinee laundry wagon, but are not on top very long because wagon cover are rotten. Nother land on gladd conservatory bldg. and at last report had make roots in basement with mushrooms. Unofficial report say Lewt. Metskas wreths killed two japanese people. After cold are endured for nother hour we come back at Crissy field on time to be shot at by sham battle, which are good thing because keep jumping to keep warm. Deductions which we draw from Cross eyed country flight and atmospheric cirques are these:- Sham battles are more dangerous as flying.

Hoping you are the same,

Ineeda Moto.

NOTES FROM AIR SERVICE FIELDS

Kelly Field, San Antonio, Texas, December 2.

Capt. Lloyd L. Harvey, Air Service, pilot, accompanied by Capt. L. P. Miller, Air Service, made a cross-country flight to Langley Field and return recently. The trip consumed about 40 flying hours, but was without accident or forced landing of any kind.

Capt. R.G. Ervin, Air Service, of Rockwell Field, flew here recently to attend a meeting of Engineer Officers at the San Antonio Air Intermediate Depot.

Lt. J.L. Grisham, of Langley Field, recently made a trip here in a Martin Bomber, bringing Major I.B. March, Medical Corps, Flight Surgeon at Mitchel Field, to attend the Convention of Army Surgeons. Bad flying conditions were encountered throughout the trip.

Scott Field, Illinois, December 4th.

Major Frank M. Kennedy was the recent guest of friends at Scott Field and Belleville. He was the guest of honor at a public reception given by the Belleville Chamber of Commerce and the Rotary Club on November 24th. Major Kennedy also lectured to the Air Service Balloon and Airship School during his stay at Scott Field.

Lieut. Col. John A. Paegelow, A.S., was the guest of honor at a luncheon given by the St. Louis Chamber of Commerce on December 3d.

The Post foot ball team had a most successful season, winning the majority of their games. Jefferson Barracks played Fort Sheridan at Chicago and claims the Corps Area championship. Scott Field disputes the claim of Jefferson Barracks to the Corps Area championship, due to the fact that we have beaten them to the tune of 25 to 0.

With the close of the foot ball season there comes renewed activity in basket ball. The Post league is now playing their schedule to determine the Post championship. After this has been decided the team will be selected to represent the field and will play all the strong, independent teams of this vicinity.

The Officers' Club entertained the membership of the Missouri Athletic Club at a Hallowe'en Party. Owing to the crowd the dance was held in Hangar #4. The decorations were entirely in keeping with the season.

Bi-monthly Bridge Parties are held in the Officers' Club for the benefit of the officers and their invited guests. Prizes are awarded and refreshments served at these functions.

The regular monthly dance at the Officers' Club was held on November 28th. Quite a number of guests from St. Louis and Belleville were entertained by the officers at this function.

Wilbur Wright Field, Fairfield, Ohio, November 20th.

Lieut. G.E. Ballard, who was connected with Wilbur Wright Field and with the Repair Depot at Indianapolis, Indiana, before it was consolidated with Wilbur Wright Field, left on November 14th for his new station at Middletown, Pa. Lieut. Ballard has served as Chief Inspector during most of this time and took part in many notable flights. His many friends wish him well at his new Station. Lieut. Ballard's place as Chief Inspector has been taken by Lieut. H.A. Bartron, who in turn has been succeeded by Lieut. Carl F. Greene as Station Supply Officer.

Lieut. C.E. Thomas, Jr., is now in charge of the Material Section at Field Service Section, during the absence of Lieut. G.V. McPike on the Pacific Coast. Lieut. Thomas's place as Depot Supply Officer has been taken by Lieut. S.G. Frierson.

On November 15th, Lieut. C.E. Thomas, Jr. flew to Columbus, returning later in the day.

On November 11, Capt. and Mrs. Blackwell entertained the following for dinner and bridge - Major and Mrs. A.W. Robins, Lieut. and Mrs. E. P. Gaines and Lieut. and Mrs. L.E. Sharon. On the following day Lieut. and Mrs. L.E. Sharon entertained Major and Mrs. J.H. Rudolph at dinner.

Lieut. E.P. Gaines left by air on Nov. 16th for Bolling Field, enroute to Fort Bragg, N.C.

Lieuts. H.H. Mills and S.G. Frierson proceeded by air to Chicago several days ago on a cross country trip and were held up by storms and snow at their destination. They returned to this Field on November 18.

Lieut. J.E.Parker of Schoen Field made a brief visit to Wilbur Wright Field returning by air on November 16.

Major A.W.Robins was appointed Commanding Officer of the Area purchased by the citizens of Dayton and donated to the United States to be used as the site of the future McCook Field. It adjoins the present site of Wilbur Wright Field and for that reason Major Robins was placed in charge. Following are some extracts from a memorandum recently issued by Major Robins. They have been given wide publicity in the local newspapers.

"1. Wilbur Wright Field consisting of approximately 5,000 acres of ground, has been officially posted prohibiting hunting, trapping and trespassing. The Government having accepted this land from the Citizens of the City of Dayton, has thereby taken this land under its control.

"2. Hunting and trapping will be limited to the resident personnel of this Command.

"3. Civilian residents of this Post desiring to avail themselves of the privilege will make application the Post Adjutant for a hunting pass.

"4. Military and civilian residents shall first secure a State Hunting License before hunting or trapping. Civilians desiring a hunting pass will present their State Hunting License when making their applications. (Hunting passes will be carried into the Field and Subject to examination.)

"5. The issue of a hunting pass to a civilian resident of this Command is for the individual making said application and is not transferrable. A hunting pass does not entitle anyone to bring friends upon the reservation for hunting purposes.

"6. No high-powered rifles, revolvers or pistols shall be fired for the purpose of hunting. Their fire shall be limited to such ranges as are prescribed for these types of arms. No shot larger than No. 2 shall be used in shot-guns.

"7. The game laws as prescribed on the reverse side of the State Hunting License, will be strictly adhered to.

Camp Nichols, Rizal, P.I., October 6th.

A part of this week was given over to disturbances caused by the presence of a near-by typhoon. It rained as it only can in the tropics and some of the new-comers had their first taste of the nice rainy weather. Conversations like this were heard on every hand: "Old-timer clad in two raincoats and hip boots - cheerfully - "Fine weather we are having, eh?" New-comer, clad in fancy raincoat and new leather boots - with a growl - "Yes, for ducks and fish". The sun is shining now and everybody is happy again. Anyway, didn't we come to the Philippines for an education of sorts - we are getting it, too, really.

First Lieut. Earle G. Harper proposes to take a trip to Legaspi to look over a proposed landing field there. The Municipal government has offered us one and if it can be made into a suitable field this will afford us a trip there at least twice a month.

Captain Rosenham Beam is making preparations to leave about November first, to look over a landing field at Tacloban, Leyete. The Air Service will take part in a carnival to be held at Tacloban about Christmas time.

The Shriners of Manila will hold a barge party on the Pasig River. The Shriners of the Post are getting their fezzes out and giving them the once over (that might not be the right way to spell that word but its meant to imply the cute little red hats that all fashionable Shriners wear).

In a recent letter from the Editor to his correspondent at Crissy Field he makes a mention of his correspondent from Wilbur Wright Field using pink paper to send his news items in. This week we started to make the Wilbur Wright Field reporter real jealous and use lavender paper and white ink, but after all he isn't acquainted with the Santa Ana Cabaret, so this wouldn't mean as much to him as did the pink sheets.

The 28th Bombardment Squadron reports that due to the heavy and continuous rainstorms this week very little flying was engaged in. On September 29th, Lieut. Monahan, pilot -NBS-1, and Lieuts. Andrews, O'Connor and Gross returned from Clark Field, where they spent the week-end.

We are still optimistic - our baseball team is surely going to prove a winner this season. In the first game played with Fort Santiago, the score was nine to nothing in our favor. If we just keep that up and don't win the pennant we will at least be among the top ones this season. Browning, our big pitcher, was sent on the mound in the fifth inning and pitched wonderful balls. Out of nine men

facing him he struck out six and allowed only two hits. The big fellow is in wonderful form and if everything turns out right we won't have to change our hat cords this year. We'll be awfully glad to be out of the Air Service when these erstwhile pennant winners start their yarns about ball games.

The fighting game at Fort McKinley is still proving interesting. Our new middleweight, Gunderson of the 66th, lost his fight to McHugh of the 24th Brigade last week. It was a fight, though, from the first to the end and in the last round the boys fought toe to toe. McHugh is an experienced fighter and won this fight only on points. With a little more experience Gunderson is going to prove a very dangerous man in the ring. We are looking forward to Kavanaugh's appearance in the ring early next week. It will be the first time we have seen the little fellow in action in many moons and, of course, there's no doubt about how the fight is going to end. Whenever Jack fights we just wonder how long it's going to last.

- Notes from the 42nd Air Intelligence Section -

The entire personnel of the 42nd successfully completed the course of instruction in gas warfare. We found ourselves particularly adept at holding our breath, having found it so necessary in the past while patrolling the various barrios. Sergeant Wilkins was thoroughly intrigued with his gas mask, for use in strolling about the Walled City. The gas instructor said, "Don't mind boys, this gas is only one-fourth strength." While it may have been only one-fourth strength it is our personal belief that the area we went through was four times as dense.

Camp Nichols, Rizal, P.I., October 15th.

The usual garrison duties were performed by the entire Post during the past week. A little rain, a little sunshine, morning, noon, and night with nothing important happening in the land of mosquitoes.

We aren't quite so optimistic about our baseball team at this writing. We've played three games and lost two, the second one, a good game, was lost by a score of three to two, but the last one - well - to say that we lost it is sufficient - it's hardly proper to mention the score. We still have hope, however. Browning, our star pitcher, has been sick and we believe that as soon as he is better we can show some of these disbelievers that we still have some pep left. We do wish we could put an ad in some paper for a few good pitchers, we need them badly enough - maybe the next transport will fill the bill.

Preparations are being made for the Department Military Tournament which is to be held at Fort William McKinley during the month of December. The Air Service made a splendid showing at the tournament last year and we hope to repeat the performance at the next tournament.

Our champion feather-weight, Kavanaugh, knocked out his opponent in the third round of a scheduled six round bout at Fort McKinley last week. Whatever else goes wrong we can always depend on Jack to even things up for us.

The Shriners on the Post advise us that their Barge Party held on the Pasig River last Saturday night was a huge success. They say the very fact that there was no work the next morning made it all the more enjoyable.

The 28th Bombardment Squadron, due to the heavy and continuous rainstorms during the past week, performed no flying. This gave the Squadron an opportunity to recondition and repaint all ships.

First Lieut. Earle G. Harper, of the 28th, left for Legaspi to look over and make recommendations concerning a new landing field which it is proposed to construct at that place.

- Notes from the 42nd Air Intelligence Section -

Private Highfill returned from the West Point Preparatory School, stating that his feet gave out. That makes us wonder if they gave full pack fatigue over there as punishment for poor lessons.

A poor fish belonging to the 6th Photo Section met an untimely end today near the office of the 42nd. We really can't decide whether the sucker committed suicide by drowning or met with foul play. We wonder if he will be given "in line of duty". He was a special friend of ours too. We fed him crumbs and worms every morning. "Poor Fish".

Camp Nichols, Rizal, P.I., October 20th.

Our ball team stepped out for its first game on the home diamond last week, playing to the largest crowd ever turned out for a ball game at this field; and we dedicated the new diamond by defeating the strong 31st Infantry team by the score of 4 to 0. Browning, our star pitcher, had the heavy artillery of the doughboys eating out of his hand, striking out fourteen of them. In the field, Bathey, our elongated first baseman gave a demonstration of how first base should be played, while Parton at short and Scott at second, the "Gold Dust Twins", proceeded to dust base hits into outs.

On Sunday last, the ball team repeated, winning by the score of 4 to 3. It took two pitchers and eleven innings to do the trick, but with the assistance of the "Gold Dust Twins" and McKinney, all three of whom made spectacular catches, the feat was accomplished. Two most enjoyable afternoons were spent by all except the 31st Infantry.

Major Reinburg, accompanied by Captain Downey, C.A.C., and Lieuts. Harper, Gross and Snavely, flew two DH's and a Bomber on a cross-country trip for the week-end. They enjoyed a pleasant trip with Colonel Johnson and they report the duck and snipe hunting to be good.

The 28th Bombardment Squadron reports the following operations for the past week: On the 13th, Lieut. Walker flew a DH to Clark Field, returning same date; On the 18th, Major Reinburg and Lieut. Snavely - pilot NBS-1 and Lieuts. Harper and Gross, piloting 2 DH's, flew to San Jose, Mindoro, staying over the week-end. On the same date Captain Beam, Lieut. O'Connor and Master Sergeant Kolinski flew three DH's in formation over the S.S. "Empress of Asia" as she entered the harbor, simulating an attack on sea craft.

- Notes from the 42nd Air Intelligence Section -

We made two important captures during the past week, one bold and ambitious dove which invaded our barracks and an equally ambitious soldier from Fort McKinley who absconded with some \$2,800.00 gold.

We read the details of the case in the morning Bulletin and inside of a half hour we had the man. Private Snead having performed the arrest. We intend to decorate him at the breakfast table with a pan-cake medal, (provided we can find a chisel that will cut one).

Clark Field, Pampanga, P.I., October 18th.

The past week was a disastrous one for the ball team of the Third Pursuit Squadron. On Saturday it went down to defeat at the hands of the Government team to the tune of 4 to 2 and on Sunday they lost to the Camp Stotsenburg Q.M. Detachment 4 to 3. Both games were bitterly contested, but the breaks of the game were against our boys. It may not be amiss to mention our galloping Adjutant, 1st Lieut. F.V.H. (Von Himble) Kimble who performed behind the bat and on the coaching lines in Sunday's game as one of Cpl. McDonald's speedy shots caught the tip of the forefinger of his unpadded hand in the second inning splitting and breaking the digit. But a little thing like that didn't bother VON any, as he carried right on to the finish with his motto ever in mind "They cannot pass and let 'em try to steal", and came out of the game errorless and without a stolen base chalked against him. On Friday the Volley Ball Team of the organization stepped on the court having as opponents the team representing Battery "F" 24th F.A. All the 24th got for their exertion was SOUR GRAPES unfermented, as they came out on the tail end in both games the scores being 21 - 18, 21 - 14.

Capt. Earl H. (Trouble) DeFord left for Kindley Field, Fort Mills, Corregidor Island, to sit as senior member on a Board of A.S. officers for the purpose of making an investigation as to the condition of the HS2L seaplane equipment now at that station. S'nough to say that when the Board gets thru the powers that be will know whether or not the crates are fit for further duty.

The loyal rooters of the Air Service Team in the Army League slipped down to Camp Nichols to help root the boys to their first victory of the season. At the present writing they are on the wrong end of the percentage column, having lost two games. Among those leaving were 1st Lieuts. F.V.H. Kimble, W.A. Maxwell and W.M. Lanagan, 2nd Lieuts. Chidlaw, Cook, Spry and Fairweather Wittkop.

Clark Field, Pampanga, P.I., October 25th.

Capt. E.H. (Trouble) DeFord returned from Kindley Field, Corregidor island in the best of humor. Evidently Trouble let the other members of the Board he presided over know that he was among those present.

VON HIMMEL and his loyal rooters helped to put over the Air Service Team of the Army League for their first win of the season last Saturday.

The 3rd Pursuit Squadron Base Ball team dropped an eleven (11) inning game last Saturday to the Trade School of the Pampanga League 1 to 0. Sunday they dropped a game to the Government team 10 to 6. Today they slipped one over on the Trade School, copping the game 5 to 4. Capt. E.G.Reinartz, our genial Flight Surgeon and Athletic Officer, pitched for the Squadron and had the natives who make up the Trade School team swinging allaround the ball, but it failed to hit their bats. Von Himmel showed up at todays game but wasn't able to take part in the actual play due to his finger still being in splints.

Camp Stotsenburg put on their first annual Sports Carnival, festivities starting bright and early yesterday. Quite a few visitors wended their way up from Manila, and the local officers' line was the scene of many parties. Practically all of the A.S. officers in the Department spent a few hours of the past forty eight at this Field and quite a few were entertained over the week-end. Major Geo. E.A.Reinberg was the guest of our C.O., Major J.C. McDonnell for the Carnival period.

Capt. E.G.Reinartz and Mrs. Reinartz returned from a 10 days stay at Camp John Hay, Baguio.

Lt. F.P. (Pop) Kenny, Group Cost Officer, who makes his headquarters at this station, returned home yesterday after a two weeks' absence, spent at the other A.S. Stations in the Dep't., in connection with his official duties. Our local cost office, which has been very quiet during Pop's absence, will be the scene of many a talk-fest during the next few days.

A few of the Staff N.C.O's of the Third Pursuit Squadron who couldn't see their way clear to associate longer with the High-brows of the organization decided to take off by themselves, and in some way they secured a set of quarters on the row where they are greeting their friends with the salutation (which seems to be the pass-word of their little club) "Low-brow". Mst. Sgt. (Gasoline Gus) Hunter is credited with being the supreme Low-brow and is assisted in the arduous duties of his office by the following Staff Sergeants: H.B.(Papp) Srote, A.S. (Sap) Separovich, F.M.(Bark) Barkhurst and G.A.(Hoosier) Wiggs. Papp claims he is ahead three (3) cartons of Chesterfields by the move and will be able to purchase a pair of new rubber boots for the goat this month.

Staff Sergeant E.Micky and Sergeant A.Haskins, both of whom spent the past four years in the Land of Sunshine and bugs as members of the 3rd Pursuit Squadron, received orders during the past week to take off on the next transport (which is scheduled to sail Nov. 15th) to the home of Coca-Cola and like beverages. The former goes to Selfridge while the latter will carry on at Langley.

Chanute Field, Rantoul, Ill., November 21.

Five students (three from Mitchel Field, one from Bolling Field and one from Langley Field) arrived by air to enter the Air Service Technical School during the preceding week.

During the past week end cross-country trips to the points designated were made by the following student officers of the Air Service Technical School:

2nd Lieut. John M.Weikert with Corp.Branch, in a JN4H, to Schoen Field, Indianapolis, Ind., and return; 2nd Lieut. Robert B. Williams with Lieut. John G. Salsman, in a JN4H, to Scott Field, Ill., and return; 2nd Lieut. Joseph H. Hicks, with 2nd Lieut. John W. Warren to South Bend, Ind., and return; 2nd Lieut. Stewart W. Towle, with Private Robbins, in a DH4B, to Clinton, Iowa, and return; 1st Lieut. Charles Backes, with Sgt. Lingenfelter, in a DH4B, to Minneapolis, Minn., and return; 2nd Lieut. Herbert K. Baisley, with 2nd Lieut. Gilbert Waller, AS ORC, in a DH4B, to Mt.Clemens, Mich., and return.

Capt. Ralph P. Cousins, A.S. temporarily in command of the Post during the absence of Major McChord on Airways, initiated the first dinner dance of the fall social season on Friday evening at the officers' club.

Tastefully decorated, the scene of the piquant festivity was enlivened by the brilliant assemblage of party gowns, interspersed with a martial array of the white and gold of officers' dress uniforms with here and there the prosaic garb demanded by staid conventionality lending a subdued note to the affair.

An elaborate six course dinner, temptingly prepared, was served. Music was furnished by the Chanute Field Orchestra.

Departing at a late hour, the host received the plaudits of all the guests on the perfect ensemble of their evening's entertainment.

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During the past week two games were played in the Interorganizational basketball tournament. On Monday evening Section "A" played Section "B", romping away with their opponents to the tune of 22 to 10. The 15th Sqdn. had an easy victory over Section "E", winning by a score of 47 to 28.

Luke Field, T.H., November 14th.

The month just ended has been of particular interest to the officers and men on duty at this Territorial Air Service Station, both tactically and in a recreational way.

Football looms large on the G.I. horizon in these parts. The four posts adjacent to Honolulu harbor formed a Sector League, and the battles already fought on the gridiron have put Luke and Shafter contending for first place. This blood-letting event will be staged at our own grid next Wednesday. Winner plays Schofield winner at Schofield December 17th for the Island championship. (Schofield Barracks is a big inland post, maintaining some 7,000 troops of all branches, safe from harm - meaning it's 26 miles to Honolulu.)

The Post officers practice polo three afternoons a week out on the flying field. As there are good mounts on this "Rock" (yes, Luke Field is an island entirely surrounded by Pearl Harbor, area - 600 acres) the officers have many tough scrimmages amongst themselves, occasionally journeying to an outlying (or inlying) Post to match onions with other teams.

Reverting to football again, we have two entries on the All-Army team, First Lieut. John V. Hart, and Staff Sergeant Samuel J. Sampson, 6th. Forsooth Squadron, Air Service. Both these gentlemen put up a mighty scrap with their team on Armistice Day (just passed) when they crossed necks with the University of Hawaii layout .. and then uncrossed them, with a big score agin 'em "Youth must be served."--Socrates. All-Army meets Navy on December 20. for the triple scrap of the Island, the series, and the year 1-9-2-4.

First Lieut. Ray A. Dunn, who has functioned as Post and Group Adjutant and Commanding Officer of Group Headquarters Detachment, was transferred from his well known post at H.Q. to assume the duties of Post Quartermaster, vice Captain Alexander C. Doyle, Q.M.C., who returns to the Mainland on the next transport, account expiration tour of foreign service.

Succeeding Lieut. Dunn rises First Lieut. Richard H. Magee, from his post as Personnel Adjutant, to that of Post and Group Adjutant, and C.O. of Group H.Q. Det. We wish these officers well in their new assignments.

Sergeant Richard C. Reed, veteran of the 41st. Air Intelligence Section, is busy this week platting newly developed landing fields, situated on the neighboring islands of the Hawaiian Group. His labors will be of much value to our many flying officers, who frequently perform Island-Island missions, and find it handy to have some place to "set" when they reach their objective. The Sergeant has unhappily just left for Tripler General Hospital for observation. Fraternally speaking, we would diagnose his temporary indisposition as arising from malnutrition of the pocket-book. Here's hope it's nothing more lasting than that.

Some trap-shooting events were shot off last month, in which Captain Richard J. Kirkpatrick came off victor. He and the balance of the team journeyed to the Island of Maui's Fair Shoot, wherein Captain Kirkpatrick came off first, his team second. Four teams competed. All the Squadrons and Detachments spread their lead on the Pistol Range in October, starting with reveille at 4:30 A.M. As a form of outdoor sport this Military Function will never become too popular. Not even the Famous Earthworm of the Adage can be found wriggling around in the open at that eerie hour. An old-line N.C.O. made high score for the Post with 94.3.

Other sports actively engaged in at the present time beside football, are - soccer, volley ball, and basketball, the latter of which having given birth to a team this very afternoon. Tennis and swimming, of course, remain popular as ever.

Twice nightly our motion picture shows continue to function at the Service Club, and they contribute muchly to the joys of officers and men on duty at this rural spot. Monthly dues were reduced to \$1.00. This card entitles a man to

view 26 shows per month, and to the use of the Post Library and writing room, as well as occasional transportation to outside smokers and athletic events. It's a big dollar's worth. For good measure the E. & R. Officer has just sowed the wind with word of the usual quarterly Hangar Dance to be given Thanksgiving Eve. This features much refreshment, a special train and special boats for civilian guests, i.e. l-a-d-i-e-s. More power to the E. & R!

First Lieut. Henry W. Kunkel, Commanding the 41st. Air Intelligence Section, bought us some good seats from the Detachment Fund on Armistice Day and bade "us" disport ourselves in the Festive City for the day and evening. Blow my webs, (as the Limies on the Special Service Squadron say, which looked in on T.H. last June) if we didn't see the Holiday football game twixt Army and University of Haywire (afore noted); eat copiously of Muscovy duck, oyster cocktail (no other kind but-) and then front seats at the "Princess" to gaze rapturously upon Milt Sills in the elaborate production of the "Sea-Hawk." It were a gruesome picture, mates, with much dripping of haemoglobin, scandalonious love-making, pirates, Egyptain Akhr-Al-Murza's, and fifteenth century galleons. Good perfectos cheered us on the way home, whence we came pleasantly to earth and reportorial duties next A.M.

Well, I've disquished at considerable length on everything but flying. Sure, we have airplanes, MB-etc's. NB-etc's, DeH-etc's and JND-etc's here. also hangars, pilots, mechanics, an aerdrome, dollies, monkey-wrenches and all the other appertainings of a reg'lar Air Service station. We had forty-two ships on the line, fuelled, tested and ready to "take-off", at the last General Inspection.

There have been the usual "Aloha" missions over departing and arriving Transports. When Major-General Charles P. Summeral, retiring Commander of the Hawaiian Department, left in August for the U.S. our pilots did their particular best to entertain him with aerial "pretties".

But owing to the gasoline shortage which has afflicted us for the last two weeks, even routine training was curtailed, flying programs were decimated, and only missions of particular importance were accomplished. At that, the Group put in 243 hours' flying time in October, which is barely over half of September's mark; 38 hours' time on inter-island flights - which is over twice September's total; 35,000. and some cross-country man miles, which is the same as September, with a daily average of 100% for condition of ships in commission. What could be sweeter?

By the way, might mention that we were honored a week ago with a visit from Mr. Crinkly-haired Eugene O'Brien, he of movie-fame, who spent an afternoon lunching at the Officers' Club with a cousin-officer. Mr. O'Brien was here in Paradise (zat's wot the magazines call it) shooting ship-wreck scenes (very wet) for his forthcoming picture "Ann's An Idiot."

Now to make any Non-com aspirants in more outlying posts than our own feel envious and blue, attention is invited to our recent ^{new} issue of Non-C.O's and specialist ratings, allotted the 5th. Composite Group under the new Table of Organization, from the O.C.A.S.'s office, effective October 1st. The net increase as it appeared on the right and left biceps of the men on duty here was 8 Master Sergeants, 6 Techns, 42 (forty-two, count 'em) more Stiff Sergeants, and scads of Bucks, Corporals, and oodles of ratings. So, singly and collectively, we all approach the pay table with grins, assorted sizes.

Such it is to be a Nephew of Uncle Sam, on foreign service, in time of peace. And now that recruiting is closed, us Air Service warriors are getting to be regular Greek Letter Society brothers. Selah!

Langley Field - Virginia, November 20th.

50TH OBSERVATION SQUADRON

During the week of November 9th to 15th, the following missions were participated in by the 50th Squadron: 1 Tactical Maneuver with Fort Eustis co-operating with Coast Artillery Units there, 2 formation flights, 5 cross-country flights, 5 cross-country flights to Bolling Field and return, 3 Aerial Gunnery flights and 15 flights for the training of Aircraft Crews. Lieut. John F. Whiteley, with Sergt. J.C. Miller as passenger, flew to Mitchel Field, Long Island, New York, on November 15th, and returned on November 18th. Total flying time for this

Squadron for the past week was 35 hours and 40 minutes, with a total of 40 flights.

Lieut. William J. McKiernan returned from flying the Model Airways on November 11th, touching at the following stations: Bolling Field, Langin Field, Wilbur Wright Field, McCook Field, Selfridge Field, Kokomo, Ind., Chanute Field, Scott Field, Vincennes, Ind., Bowman Field, and returned to his home station. The total flying time for this mission was 25 hours and 10 minutes. Lieut. McKiernan was delayed en route by fog, snow and rain.

Orders were received on November 12th, transferring Capt. Arthur E. Easterbrook, A.S. to duty with the Organized Reserves at Spokane, Washington. This Organization regrets the loss of Captain Easterbrook as he has been Commanding the 50th Squadron for the past three years. All members wish him success and God-speed on this venture. While this Organization is the looser we congratulate the Organized Reserves of Spokane upon obtaining the services of such an efficient officer as Captain Easterbrook.

2ND. PHOTO SECTION.

Activities of the 2nd Photo Section were somewhat curtailed lately because of lack of personnel and insufficient laboratory space. However, routine work is being carried on as usual.

The work on our new laboratory is progressing rapidly and the Section hope to be installed in it before long.

Lieut. Williams and Sgt. Houston planned on a photographic mission to Baltimore Saturday but the weather was not conducive to either flying or photography so the trip was postponed until better weather conditions.

11TH. BOMBARDMENT SQUADRON.

Flying during the past week was curtailed as the weather turned considerably colder than usual for these parts.

The basketball team started in to train and at present there is some good material in that line showing up. It is very good weather for the football enthusiasts and the Squadron's team is having some good work-outs.

Lieut. Harry J. Brady left on the Model Airways this week.

96TH BOMBARDMENT SQUADRON.

While perusing the columns of the Air Service News Letter under date of October 31st, 1924, we stumbled on the following item, "Langley Field take notice", and it wound up by giving routine time of the 40th School Squadron of Kelly Field, also stating that if we ever intend to see the light of day in regard to flying time we had better, "Make hay while the sun shines", we would like to ask thru these columns if the 40th School Squadron (Bomb) harbor the wild idea that they can compare with a hard working life-size Service Bombardment Squadron. We, the 96th Bombardment Squadron, beg to differ in that respect. We have information that we feel would be hard to discredit, that the 40th School Squadron had between 50 and 75 pilots flying at the time that they rolled up 350 and 330 hours, respectively, while the 96th Sqdn. had on the rolls for that month of July four qualified pilots, one of the above being on special duty which required most of his time, also one on detached service at Miller Field, New York. Considering the fact that three pilots rolled up a total of 171 hours we sincerely feel that there can be no comparison whatever. And then, again, during the month of August efficiency with a capital E repeated itself. This Organization flew 254 aircraft hours, with six officers assigned, one of these on special duty and two being Reserve officers called into active service who did not arrive until the 10th of the month to begin taking their Bombardment instructions. We still maintain that we are safe in reiterating our statement that there can absolutely be no comparison. Let the 40th Sqdn "grab the Ozone" as we have done and then begin to sing their praises, but Napoleon was right when he said that an army should not fight among themselves, hence this squabbling must cease.

On November 10th, we received from the Aerial Repair NBS-1 No. 68517, which was among the missing since the middle of September, due to an unfortunate piece of luck which caused a forced landing about two miles from the Airdrome. After having undergone a general overhaul it is literally speaking, "rearing to go". The addition of this ship to the "in-commission" list boosts the list to 100% which which was always the order prior to September 15th.

After having reported the latter part of last week, 2nd Lieut. E.C. Cross, A.S. (ORC) began his Bombardment training the first of this week and under the able instructions of 1st. Lieut. L.L. Bowen has proven himself to be an apt pupil, making fine progress. In the near future we hope to have another pilot who will take to the Ozone like "a duck takes to water", in the person of Lieut. Cross.

Alas, we find that the Air Service is going, "on the rocks", but it is military and it can't be helped, Corporal Barron and Pvt. Glass, both industrious members of the domain of which Sgt. Kelly is monarch, the same when reduced to plain United States, means the Armament Department, are going to leave the fold of their Uncle and go into hard life known as civil life. Every one sincerely hopes that they wear gloves when they get out so they won't wear all the skin off their knuckles on doors, etc.

AIR SERVICE TACTICAL SCHOOL.

During the past week this Organization flew 51 hours and 25 minutes, 8 hours and 55 minutes of this time was cross-country work.

The Air Service Tactical School is entering upon its sixth week of instruction, we have 7 DH4B, 8 SE-5, 3 MB-3 and one Martin Bomber in commission, these airplanes are flown every day by student officers.

20TH BOMBARDMENT SQUADRON.

There have been very few activities in the Squadron during the past week owing to inclement weather.

Lieut. Rodgers flew a Martin Bomber for two hours and thirty minutes on Monday at an altitude of 5000 feet for the purpose of aiding Fort Monroe A.A. Batteries in testing out a new sound detector machine.

Lieut. Sutter completed his instructions on Martin Bombers and was doing several hours solo work during the past week.

Sgt. Day, the Engineering Supply Sgt, discharged Nov. 17th, left for Philadelphia. He claims that he will not reenlist, but the Squadron hopes to see him back in the very near future when he gets tired of civilian life.

Rockwell Air Intermediate Depot, Coronado, Calif., Dec. 5

Captain R. Gilpin Ervin, Chief Engineer Officer of this Depot, will leave here in a day or two for San Antonio, Texas, to attend the conference of Engineer Officers to be held at that place. The Captain will fly a DeHaviland on this trip.

Captain George G. Dunn, O.R.C., has been placed on active duty and reported here from Los Angeles for 15 days' training.

Captain John W. Signer and Sgt. Kelly of Crissy Field, San Francisco, flew down early in the week for the purpose of ferrying a DH4B and Curtiss JN6H-I back to the northern field.

Hqrs. 2nd Division Air Service, Fort Bliss, Texas, November 21-Dec.5.

Lieut. Gale and Capt. Bender made a cross-country flight to Tucson and Yuma, Ariz., Nov. 19th for the purpose of inspecting airdromes and landing fields at these places. After completion of this duty Lieut. Gale proceeded on an authorized cross-country flight to San Francisco, Calif., and Capt. Bender proceeded on leave for six days to Los Angeles, Calif.

Lieut. Clark leads in flying time of the 2nd Division, Air Service, for November with 71 hours. Staff Sgt. Pierce came in second with 43 hours.

Cross-country flights during the above period were as follows: Sgt. Pierce and Sgt. Johnson to Big Springs, Texas, Nov. 26th, returning Nov. 28th; Sgt. Pierce and Pvt. Rodreick to Globe, Ariz., and return on Nov. 29th; Lieut. Clark and Pvt. Donnelly to Denver, Colo. Nov. 29th, returning Dec. 1st; Sgt. Tyler and Sgt. Johnson to Big Springs, Texas, Nov. 30th and return Dec. 1st; Major Heffernan and Sgt. Holmstrand to Tucson and Douglas, Ariz., and return Nov. 20th; Major Heffernan to Fort Apache, Ariz., Nov. 30th, returning Dec. 1st; Sgt. Pierce to Fort Apache, Ariz. and return on Dec. 1st; Lieuts. Weddington and Clark to Fort Bayard, New Mexico, and return Nov. 21st.

Sgt. Harold E. Silliman, 32d Air Intelligence Section, discharged from the service Nov. 20th, reenlisted the following day and left on a 3 months' furlough.

Captain Walter Bender is scheduled for a period of six weeks' detached service at McCook Field.

Lieut. Clark and Sgt. Livesay returned Nov. 16th from a cross-country flight to Kelly Field, Texas.

Lieut. Gale and Capt. Bender made a reconnaissance and courier mission on Nov. 17th.

Kindley Field, Fort Mills, P.I., October 28th.

For the past few weeks practically all time was devoted to small arms practice. Lieut. Rush putting both officers and men through the course. The rainy season completely halted this practice when only partially completed. Hopes are entertained that the firing will be completed by the end of October.

The big question now among pilots is "When will the new Douglas planes arrive?". We hope it will be soon. It will be a great pleasure to pilot modern equipment again and to make some real cross-country flights. The spares from the World Flight continue to arrive. If they can be used as spares for the new equipment the Field will be well supplied as far as parts are concerned. It is hoped that someone will speed the shipment of fuselages, in which event at least two cruisers could be assembled now. Seeing the Navy in action daily with their Douglas planes makes us all the more anxious to join them.

