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Information Division  
Air Service

January 7, 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 January 7, 1924.

THE AIRPLANE'S TWENTIETH ANNIVERSARY  
By our McCook Field Correspondent

The twentieth anniversary of the first flight of an airplane was celebrated in many places throughout the United States, but perhaps nowhere with so deep a significance or so high an enthusiasm as in Dayton, Ohio, the home of the Wright brothers, where Orville Wright still lives with his sister, Katherine. From early morning until night the spirit of homage to the great revolutionizing force of aviation and to the brothers who first gave the key of this force to the world, held sway. Letters of congratulation from President Coolidge, from Secretary of War Weeks, from Theodore Roosevelt, Jr., and many other notables came through the mails. Foreign nations as well as our own Army and Navy sent their representatives to pay tribute.

The program for the day was simple and dignified. Officers of McCook and Wilbur Wright Fields with some two hundred members of the National Aeronautic Association met the visiting guests in the morning. Luncheon was held at the Wright home, not the least distinctive feature of which is the complete collection of the earliest Wright models, the failures as well as the successes, which characterized the first gropings of these two young geniuses toward their light.

It was a distinguished company which gathered round that board. There were Mr. Steffanson, the noted Arctic explorer and author, and Mr. Carl Akeley, inventor and big game hunter, both close personal friends of the Wrights; there were General Mason M. Patrick, Chief of the Air Service; Rear Admiral Moffett, U.S. Navy; Commander S.A. Brown, Naval Attache of the British Embassy; Captain Georges Thenault, Air Attache of the French Embassy; Wing Commander Mario Calderara, Air Attache of the Italian Embassy; Mr. Frederick Patterson, President of the N.A.A.; Mr. Howard Coffin, past president of the N.A.A., and others. As the luncheon ended a line of seventeen airplanes, representing the development of all the different types of airplanes from that first early type, flew over the house in salute.

A visit to McCook and Wilbur Wright Field was made in the afternoon, and at night a great public demonstration was held. In a life crowded with many honors, the memory of this night must ever stand out in Mr. Wright's memory. Mr. Patterson introduced Hon. James M. Cox, former Governor of Ohio, who introduced the visitors whom we have already named. All spoke briefly and eloquently of the debt of gratitude of the world to these two inventors of the airplane. General Patrick touched upon the Round the World Flight, and Admiral Moffett on the Polar Expedition. Much that was said was familiar to those of the audience who were aviation enthusiasts, but pleasantly familiar like the words of a favorite song. But two ideas struck us rather more forcibly than the others. Mr. Steffanson said that Columbus and Magellan had discovered that the world was round. But in effect the world had been a cylinder ever since. When one spoke of going to China, one did not plan to sail north or south. All travel was east or west, the reason, of course, being that the seas to the north and south were not navigable. But the air was navigable and in making travel by air possible the Wrights had opened up lanes north and south and had made the world in reality what Columbus discovered it was - round.

The second story that impressed us was this: Governor Cox in telling of that first flight had enlarged upon the parental influences at work in the boyhood of the Wright brothers, the religious mother and the minister-father. Nevertheless in spite of strict training, to decide which should have the first ride, the young men flipped a coin. Wilbur won, but the machine wouldn't fly that day. The next day was Orville's day, and that day the machine left the earth. We wondered if in that moment Orville Wright was too anxiously busy with controls and the working of his plane to feel a great exultation, a great sense of triumph in that sure

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lifting from the earth, that sure accomplishment of a thing that in all the history of the ages had never been done before. Of the rapid development, of the importance of this brain-child in the world's activities in a few short years, we know there could have been no possible foreshadowing.

Mr. Wright was presented with a bronze medal by the National Aeronautic Association.

#### ORVILLE WRIGHT BROADCASTS ON AVIATION DEVELOPMENT ✓

A speech, written by Mr. Orville Wright on the 20th anniversary celebration of the first successful flight of a motored airplane, was recently broadcasted from Dayton, Ohio. It was picked up by other broadcasting stations throughout the land and the message thus reached every portion of the country. By means of powerful transmitting sets, the message was sent to England.

His speech, in full, was as follows:

"After several centuries of endeavor, just 20 years ago on Dec. 17, 1903, man for the first time succeeded in rising in free flight from the ground in a motored airplane. I shall not here attempt to enter into an account of the many causes of this long delay nor into a description of the manner in which this first flight was accomplished; but will confine myself to a consideration of some of the more important developments which have been achieved since that first flight and to some speculations as to what may reasonably be expected of the airplane in the near future.

"A comparison of that airplane and its flights of 20 years ago with the planes of today and their performances may be interesting. The 1903 machine with operator weighed 750 pounds and was pushed by two propellers driven in opposite directions by automobile chains from a four-cylinder gasoline motor of 12 horse power. More than 60 pounds were carried per horsepower. The standard machines of today weigh from 2000 to 4000 pounds, and are driven by motors of 100 to 550 horsepower. A single tractor propeller attached directly to the motor is now used. The weight carried per horsepower in the modern airplane is usually between 10 and 25 pounds, but recent contests in Europe have brought out several 'light planes' which are reported to carry more than 75 pounds to the horsepower.

"Four flights were made on Dec. 17, 1903, with the first plane. The longest flight in point of duration was of fifty-nine seconds. The greatest distance traversed was 852 feet; and the greatest altitude attained was between fifteen and twenty feet. A speed of thirty miles an hour, with reference to the air, was made in all of the flights, but the speed over the ground was only six to ten miles an hour, as the flights were all made against winds of more than twenty miles velocity. Today flights of over thirty-six hours' duration are on record, and a distance of over 2500 miles has been covered in a single flight. Recently a speed of 265 miles an hour was attained; and the record of altitude I believe, now stands at a little more than 36,000 feet.

"This comparison, however, is not an exact measure of the progress that has been made in the perfection of the aeroplane in the last twenty years, for it must be taken into consideration that at the same time my brother and I were trying out this first machine to see whether it would fly at all, we were also trying to learn to fly. The termination of these first flights was brought about entirely by our inexperience as operators and not through any failure of the machine itself to perform. Speaking conservatively, the 1903 machine in the hands of an experienced operator was capable of a flight of twenty minutes or more, and of reaching an altitude of more than a thousand feet. Thirty miles an hour, however, was practically its limit in speed.

"In our inexperienced hands that first machine resembled something between a bucking broncho and a roller coaster. We intended to fly it at a uniform height of about six feet from the ground, which we thought would be safest, but in some of its antics, in spite of all our efforts to keep it down it made its altitude record of a little more than 15 feet.

"If the machine which Macready and Kelly used this year in making their endurance and distance records had existed 20 years ago, when there were no trained pilots, and had been in the hands of a novice, I suspect it never would have left the ground at all, so much of its success depended on the skill of the pilot; and there would have been another demonstration of the impossibility of the flight! And if the racing plane used by Williams last October in making his speed record of 265 miles an hour had been in the hands of a novice taking his first lesson in flight all by himself, any one can make a guess for himself whether he would have

broken the 1903 record of 59 seconds!

"The improvement in airplanes has been general. But probably in no respect has progress been so rapid as in the perfection of the mechanical and structural detail of both motor and plane. This was bound to come as a result of practical experience and of the fine work of the thousands of engineering minds engaged in the designing and building of motors and planes during the war. To this improvement mostly is due the safety of flight today.

"Progress along scientific lines has likewise been rapid. The establishment of aeronautical laboratories in many countries throughout the world has greatly contributed to the advancement of the science of aerodynamics. The result of this research has been a great reduction in the resistance encountered by the airplane in traveling through the air and a consequent reduction in the power required from the motor. At the same time the plane was being perfected the motor likewise was being improved until now we have a reliable power plant with a much reduced weight. The Liberty motor is an outstanding example of this motor development.

"Aviation offers little opportunity to the inventor with a happy idea. The improvement of the airplane is now the product of highly specialized work, and is becoming more so year by year. Of the thousands of suggestions offered in the last 20 years by the layman, I cannot think of one which has contributed materially to the improvement of the plane. I do not mean to discourage invention, but am merely trying to point out to the man on the street that, however original and brilliant he may be, he has practically no chance of making any contribution of value in the field of aviation without first preparing himself by a thorough study of the general principles of aerodynamics.

"When one compares the uses of the airplane as imagined 20 years ago with the uses actually realized today, one hesitates to predict what its future may bring forth.

"Twenty years ago my brother and I thought that its use would be principally scouting in warfare, carrying mail and other light loads to places inaccessible by rail or water, and sport. But the wildest stretch of the imagination of that time would not have permitted us to believe that within a space of 15 years actually thousands of these machines would be in the air engaged in deadly combat. Our expectation of its value in scouting has been fulfilled. Surprise attacks which formerly won battles are now impossible. But we did not foresee the extent to which the airplane might be used in carrying the battle line to the industrial centers and into the midst of non-combatants, though we did think it might be used in dropping an occasional bomb about the heads of the rulers who declared war and stayed at home. The possibilities of the airplane for destruction by bomb and poison gas have been so increased since the last war that the mind is staggered in attempting to picture the horrors of the next one. The airplane, in forcing upon governments a realization of the possibilities for destruction, has actually become a powerful instrument for peace.

"Not only has warfare on land been revolutionized by the airplane, but on water as well. Bombing tests have been conducted in the past two years at sea 60 miles off the Atlantic coast. Powerfully armored battleships were sunk with bombs dropped from the air into the water about them. Tests have demonstrated that direct hits are not necessary, and that no battleship, however armored, can be safe from attack from above unless a fleet of airplanes more powerful than the enemy's is provided to protect it.

"The uses of the airplane for purposes of peace have outstripped the dreams of 20 years ago as far as have its uses in war. Only a few of these can be mentioned here. For several years we have had an air mail service between New York and San Francisco. This service is operated the year round under every condition of wind and weather. For the period of 12 months ending last June, over 96 per cent of the trips scheduled were carried out. In this service the flying is suspended during the hour of darkness, so that the advantage of the airplane over the railroad train in speed is partly lost. The train runs day and night. But a four day test of carrying through mail by air between New York and San Francisco, utilizing 24 hours of the day, was carried out successfully last August. The test was purely experimental to determine the feasibility of night flying. Although the planes used were the regular day service ones specially equipped, the night flying came through without a failure. In the last three days of the test the mail was carried from coast to coast with an average of 28 hours to the trip. The work being done by the Post Office Department in carrying mail by airplane serves not only a useful civil purpose but at the same time is keeping a

large number of aviators and air mechanics in training - a great asset in our national preparedness.

"The airplane is now also extensively used in regular passenger air lines, competing more or less with rail and water lines. In Europe there are a large number of these lines connecting all the principal centers of population. In American we have only one. Up to date these passenger lines have not been financially profitable to the operating companies except where the profit is derived from governmental help in the form of subsidies. Until greater confidence in the safety of flight is inspired in the public mind the patronage of these passenger lines will be too limited for profit. Although this confidence is gradually being built up we cannot hope for any rapid improvement until commercial flying is made subject to governmental inspection and to licensing regulations. The accidents which befall irresponsible aviators flying delapidated machines are a constant detriment to commercial success.

"A bill known as the Winslow bill to establish in the Department of Commerce a bureau of aeronautics, which would have complete supervision of civil aviation, was introduced in the last Congress but too late to receive consideration. A similar bill will come before the present Congress. The bill is supported by all interested in aeronautical progress, including such organizations as the National Advisory Committee for Aeronautics, the National Aeronautic Association and the Aeronautical Chamber of Commerce.

"In closing I wish to say a few words in regard to the National Aeronautic Association. At a congress in Detroit in October, 1922, the National Aeronautic Association was organized. Delegates from every part of the country to the number of 350 were present. Prior to that time there was no organization in America which adequately represented the aeronautic interests as a whole.

"Some of the objects of the association are these: To encourage and advance the science and art of aeronautics; to aid and encourage the establishment of uniform and proper state and national laws to regulate aerial navigation; to supervise aeronautical sports; to establish the authenticity of air records, and to organize into a patriotic body the national sentiment supporting a comprehensive, definite and orderly commercial and military-naval aeronautic program. The National Aeronautic Association is the American representative of the Federation Aeronautique Internationale.

"A nation-wide campaign for membership is now being inaugurated. If you are interested in the sport, art or science of aeronautics, or in keeping our country's air program abreast of our economic and national activities for purposes of national security, you will be welcomed as a member. The membership fee is small."

#### PILOTS FINISH 8000 MILE FLIGHT IN MARTIN BOMBER

By our Wilbur Wright Field Correspondent

Two Air Service officers from Langley Field, Va., who just recently completed an 8,000 mile flight, spent a few days at Wilbur Wright Field prior to proceeding to Washington, D.C., and then to their home station. These officers, Lieuts. J.F. Whiteley and H. D. Smith, with two enlisted mechanics, Sergeants Jewell and Wiedekamp, left Langley Field on September 13th in a Martin Bomber. They flew to St. Louis, remaining there during the International Air Races, which were held at that city during the early part of October. They also went to Ft. Leavenworth, Kansas, and took part in an aerial exhibition which was given at that post.

On October 13th they left Kansas City and flew to Fort Riley, Kansas; North Platte, Neb.; and Cheyenne, Wyo. From Cheyenne they followed the Air Mail Route to San Francisco, landing at Rock Springs, Wyo.; Salt Lake City, Utah; Elko and Reno, Nevada; and Sacramento, Calif. During this portion of the trip they flew over a large area of mountainous country and had some difficulty in getting over the Sierra Nevada mountains, for the peaks rise to 14,000 feet and over, while a Martin Bomber cannot reach an altitude much greater than 10,000 feet. It was therefore necessary to follow the canyons and seek the passes rather than to rise over the higher parts of the mountainous ranges. Some trouble was experienced in "taking off" at Cheyenne and at Rock Springs, the elevation at these places being about 6500 feet above sea level. The take-off at Rock Springs required "taxying" along the ground for three-fourths of a mile before they were able to lift the heavy bomber into the air. At Elko, the Air Mail landing field was too small, so they were obliged to search for a larger field.

The same thing was true at Reno, where they landed on the flat bottom of a dry lake, about six miles from the city.

They had the unusual experience of chasing a herd of antelope over the plains of Nevada. The airplane was only about 200 feet above ground, and the aviators were not making very much progress because a high wind was blowing directly against them. The antelope must have thought that a destroying monster was pursuing them, and they ran as if the very devil was after them. Lieut. Smith says that the antelope made better time than the airplane and ran away from it, as the speed of the plane was retarded by the wind.

Several small forest fires were sighted in the mountains east of Sacramento. Automobile tourists on the Lincoln Highway were noted at various points in Utah and Nevada; but in California the automobiles were so thick that the aviators stopped counting them.

They landed safely at Crissy Field, San Francisco, and remained there for several days. From there they flew to Clover Field, Santa Monica, near Los Angeles, where moving pictures were taken of their plane, both on the ground and in the air.

Their next stop was at Rockwell Field, San Diego, where the Liberty engines, which had served them so faithfully from the Atlantic to the Pacific, were found to be in need of overhauling, and were exchanged for new engines. A few minor repairs were made to the plane, and a new tail skid was installed.

They proceeded homeward by way of Yuma and Tucson, Arizona, and El Paso, Texas. They stayed close to the Mexican Border nearly all the way from San Diego to El Paso, but did not venture into Mexican territory at any point. From El Paso they flew to San Antonio and Dallas, Texas; Muskogee, Okla.; St. Louis, and Dayton. Lieut. Whiteley has already left Dayton for his home station (Langley Field) taking the Bomber with him, but Lieut. Smith remained at Wilbur Wright Field for several days, and then proceeded to Langley Field in a DH airplane.

This flight was made under authority of the Airways Section of the Army Air Service. It is the first time that a large-capacity airplane has been flown over the western part of the Air Mail route. Though the journey was completed without incident, it has shown the difficulty of flying a plane of this type at high altitudes, especially in a region where existing landing fields were selected with reference to their suitability for small airplanes. A full report will be made to the Chief of Air Service by these two pilots.

#### AN ALTITUDE FLIGHT IN A DH AIRPLANE. ✓

For the purpose of testing a new side-type supercharger, Lieut. Harold R. Harris, pilot, and Mr. Morse, observer, made a flight on December 13th from McCook Field in a standard DH airplane, which had been fitted for this trial with a special steel engine mount and an underlung radiator. The side-type supercharger, with which the DH was equipped, is the first of its type developed for use with the Liberty engine. Its weight is 125 pounds and it has a rated altitude of 20,000 feet, but by overspeeding can be made to work up to 30,000 feet. Standard gaseous oxygen tanks were carried. During the climb readings of engine, airplane and supercharger conditions were taken every 2,000 feet. The oil pressure went down to a low figure with increased altitude, and so much water was lost due to improper settings of the radiator relief valve that the motor lost considerable power. However, an indicated altitude of 29,400 feet (afterward corrected to 27,000 feet) was made which, beyond doubt, was an event in the life of a standard DH, and no mean success for the supercharger. The duration of the flight was 43-3/10 minutes. Lieut. Harris made the descent in 14-9/10 minutes, or at the rate of 17-1/2 miles per hour. The lowest temperature encountered was 29 degrees below zero.

#### RESERVE OFFICERS GRADUATE FROM ENGINEERING SCHOOL

A class of six Air Service Reserve officers just completed the annual three-months' course given at the Air Service Engineering School, McCook Field. These officers were called to active duty on September 1st, and ordered to Dayton for instruction in Maintenance and Aircraft Engines. Coming from six different States, ranging from California to New York, and from nearly as many different walks in life, the men exhibited a great interest in all Air Service progress. Advantage was taken of every opportunity to bring their knowledge up to date and to increase their efficiency as reserve officers.

During the course two Wright Hispano 180 horsepower engines were completely inspected, overhauled and tested by the officers. One of the engines has given a satisfactory performance in the air for many hours and the other will be flown shortly. In addition, various types of airplanes were completely inspected, rigged and conditioned for flight and flown by members of the class. Each officer was placed on flying status and permitted to fly several types of airplanes, although the course was not one specializing on flying. The opportunity to attend the Pulitzer Races at St. Louis, making the trip by air, was greatly appreciated and certainly proved to be one of the most instructive parts of the course.

The officers, whose names follow, left for their respective homes and former lines of business: Capt. D.M. Speer, Chicago, Ill.; Lieut. H.J. Brady, New York City; Lt. F.H. Clewers, Tippenee City, Ohio; Lieut. O.B. Crawford, San Fernando, Calif.; Lieut. E.G. Knapp, Fenton, Mich.; Lieut. H.I. Sands, Fargo, N.D.

If any scheme of national defense is to be followed, a reserve corps of men of intelligence with basic "peacetime" education and training must be developed. An endless chain of Reserve classes should follow each other through the schools. Without proper equipment, adequately maintained, all other efforts may be largely in vain. From 25 to 50 Reserve officers should be ordered each year to pursue new and improved courses devoted to the proper maintenance of newly developed scientific equipment. Intelligence as applied to modern equipment is the essence of an adequate defense system.

#### ENGINEERING OFFICERS HOLD CELEBRATION.

The first dinner party of the season for the officers of the Engineering School, McCook Field, the Alumni and their families was held recently at the Engineers' Club of Dayton. Following the dinner, a most interesting talk on "Our Hawaii" was given by Major J.F. Curry, Air Service, a student in the Engineering School. Major Curry, who served several years as Corps Area Officer in Honolulu, described vividly the climate, industrial and general living conditions there. Members of the class and many of the families present, who face foreign service, in the near future, appreciated the opportunity of obtaining first-hand information on one of the most important stations to which officers are assigned.

The Hawaiian idea was carried out in the favors and programs, and many beautifully colored lantern slides were shown. Following the dinner and Major Curry's talk, the party adjourned to the Field Auditorium where a lively post dance was in progress. The present schedule of activities for school officers and their families include three evenings, each devoted to an interesting study of one of our foreign service stations.

#### SCORES AIR INERTIA

Commenting on the speech of the Duke of Sutherland at a dinner party tendered in his honor, mention of which is made elsewhere in this issue of the NEWS LETTER, Representative Roy G. Fitzgerald, of Ohio, leading advocate in Congress of aviation development as a most important arm of national defense, stated in an interview with a representative of the Washington STAR, which interview was published in the Sunday edition (Dec. 23, 1923) that "the United States, with neither military or civil air policy, is exposing our great industrial area to bombing attacks by airplanes taking off from a hostile fleet beyond our coast defenses.

Representative Fitzgerald pointed out that while the Duke of Sutherland stressed the weakness of the British air forces, Great Britain at least has a military and civil air policy and supports her aircraft industry, her military air forces and civilian aviation by appropriation and subsidies.

"The United States has no military air policy," Representative Fitzgerald complained. "Our great industrial area is within the radius of action of present day bombing airplanes launched from a hostile fleet lying off our coasts. The lack of a proper military air policy leaves this area undefended from hostile air attack.

"While, in 1920, Congress passed and the President approved an act giving to the Army Air Service control of all aerial operations from land bases, neither aircraft nor personnel nor facilities adequate for the defense of our coastal areas have been provided the Army Air Service. Apparently Congress has been bewildered by the continued request of naval aviation for shore stations dotting our coasts, and because of the duplication of the mission assigned the Army, ap-

parent in such installations, has refused to provide adequately for either service.

"This situation apparently is due either to the indecision or inertia of the War and Navy Departments, who maintain, despite the will of Congress, a joint policy which not only permits but directs operations by naval aircraft from shore stations. It is apparent that Congress must speak so plainly that our military services will no longer disregard their expressed will and when Congress speaks it should authorize and appropriate for the Army Air Service personnel and money sufficient to insure the adequate defense of our coastal areas.

"It is believed that our inertia in the development of commercial aerial transportation is due not to the hesitancy or to the lack of enterprise of the American people, but to the failure of Congress to provide regulatory laws.

"It may be that the aeronautical conditions in Great Britain are unsatisfactory to the Duke of Sutherland. Even so, Great Britain in those respects, which are necessary for her sure defense from aerial attack, is in a position better by far than these United States. Doubtless, Great Britain has been asleep. She may have just realized that no longer is she an insular nation, but that any part of the English Isles lies within the radius of action of bombing aircraft launched from her continental neighbors".

#### HAWAIIAN AIR SERVICE PARTICIPATES IN ANNUAL SIMULATED WARFARE. ✓

By Lieut. J. M. McCulloch, Air Service.

Air Service troops stationed at Luke Field and Wheeler Field, Hawaii, recently participated in the annual simulated warfare program which was carried out by the entire Hawaiian Department on the Island of Oahu. According to primary orders received by the different branches of the service, enemy troops have succeeded in subduing our Navy and have conveyed transports off the coast of Oahu.

The maneuvers of the Air Service were extremely interesting in that practically all missions assigned to that branch entailed night flying, bringing out many instructive points in the flying of night formations and dropping messages which have been practiced here during the past year.

Three Martin Bombers took off from the Airdrome of Luke Field at 2:00 a.m., and flew along the south coast of Oahu as friendly planes until upon reaching Makapuu Point on the Western shore, when they displayed their wing lights and simulated enemy planes. Their mission as enemy planes was to bomb the Naval Base at Pearl Harbor. Anti-Aircraft Regiments were defending this point with their searchlights and anti-aircraft guns, but were unable to spot the ships which were flying at an altitude of 7,000 feet. The total distance covered by this flight was 54 miles.

At 3:15 o'clock the same morning, another flight of three DeHavillands left the Luke Field airdrome, headed for the eastern coast of Oahu, and upon reaching Kaena Point, turned on their wing lights and became enemy planes, using as their objective the Naval Base at Pearl Harbor also, covering a distance of 68 miles during the flight.

One hour later, two flights, one consisting of three Martins, and the other three DH4B's, took off, both simulating hostile ships. The Bomber flight headed for Kaena Point, northwest of the airdrome, while the DH flight turned toward Makapuu Point, east of the starting point. The return of these two flights was synchronized so as to reach their objective (Naval Base at Pearl Harbor) simultaneously.

The Pursuiters were brought into the affray when a message, received by the Commanding Officer of the 6th Pursuit Squadron, Luke Field, to make an attack on the enemy landing at Waimanala Military Reservation. The message was received at Luke Field at 5:30 a.m., 37 minutes after its issuance, and five minutes later all ships were in the air. The mission was fully carried out in 24 minutes, making a total of 61 minutes from the time the message was ordered until it was completed.

Information was received at Headquarters Luke Field at 9:30 p.m., which had to be transmitted to Department Headquarters immediately. As some trouble was experienced in getting messages through by telegraph, it was decided to carry this one by airplane and drop it on Department Headquarters. Dropping Ground arrangements having been made previously to this effect by searchlight signals worked up for such occasion. In the meantime the message was also sent through by telegraph, and a later check on the time of arrival of the message showed

that the telegrams had arrived without delay, and was only in the hands of Department Headquarters half a minute before the message sent by plane.

### FLYING OFF THE MAP. ✓

Flying completely off the map was the experience of a group of airmen from McCook Field, who took off in a 35,000 cu. ft. balloon on December 12th at 9:15 a.m. for a free balloon flight. The passengers were Captain Wm. B. Mayer, Pilot; Major H. A. Strauss, Lt. Robert E. Robillard, and Lieut. Ira R. Koenig.

Weather conditions were steady with S. by S.W. ground winds of a speed of 11 miles per hour. Because of this low velocity, only a map of southern Ohio was taken, and in danger of spoiling my story, at this early stage of the game, I must admit that this is the map whose confines could not contain their travels. The balloon had started off in a southerly direction, but upon rising to 3,000 feet struck a cross current wind with a velocity of 45 miles per hour. In three hours southern Ohio was left behind and the map discarded. Judging that they were headed in the general direction of Cleveland, they decided to come down after a time to try to obtain more specific information. Flying low they shouted their questions at some upturned faces they passed above in the fields. The questions were heard without difficulty but by that time the ground wind had increased to 35 miles per hour and travel was so fast that they could not catch the answers. However, emphatic gestures aided, and rising again they saw the outskirts of Cleveland in the distance.

On landing the gas did not leave the balloon immediately upon pulling the rip panel, and for a moment it seemed as if the balloon might be carried into dangerously wooded territory, but suddenly the balloon collapsed and a safe landing was effected in a 35-mile-an-hour wind, five miles from the little town of Macedonia.

The trip was made for the purpose of testing out the rate of climb indicator. A recording barograph, an altimeter, and a statescope were also carried. In conformance with the new regulations, all passengers were equipped with parachutes. The balloon type, attached to the rigging of the balloon, was used. The flight lasted four hours, and a distance of 176 miles was traveled.

### ROCKWELL FIELD PERSONNEL PAY TRIBUTE TO DEPARTED AIRMEN

One year ago, December 7, 1922, at 9:45 a.m., Lieut. C.L. Webber, A.S., left Rockwell Field for Fort Huachuca, Arizona, with Colonel Francis C. Marshall, U.S. Cavalry, as passenger. Colonel Marshall was making an inspection tour of the Cavalry posts throughout the United States, and was using the airplane for transportation wherever it was possible. Lieut. Webber was detailed from Rockwell Field to fly the Chief to his next stop, which was Fort Huachuca, but owing to the heavy fog in the mountains east of San Diego, the plane crashed on top of the highest point in the Cuyamacas and the Air Service lost one of its most loved aviators.

It will be remembered by all readers of the NEWS LETTER that from Rockwell Field there began one of the greatest searches ever undertaken by the Air Service for these two officers, and it was not until spring that the wrecked plane with the charred bodies of Colonel Marshall and Lieut. Webber were found and the mystery of their disappearance cleared up.

Today (Dec. 7, 1923) the officers and warrant officers on duty at the Rockwell Depot were on the range firing the annual pistol course, and at 9:45 a.m. ceased firing and stood at attention for one minute in silent tribute to the memory of the one so well loved by all at the Depot - Lieut. C.L. Webber.

### GREETINGS FROM ROCKWELL FIELD.

While newspaper reports show that the country east of the Rocky Mountains is getting its quota of cold winter weather, we of Rockwell Field still keep plenty of ice in the water coolers and have our office windows wide open, which indicates that we are enjoying the sunshine and flowers of beautiful "Southern California", and at this time may I add that the Rockwell Air Intermediate Depot wishes all readers of the NEWS LETTER a Happy New Year.

## INAUGURATION OF KELLY FIELD - SCOTT FIELD MODEL AIRWAYS ✓

The Kelly Field to Scott Field sector of the Model Airways was inaugurated and placed in operation the latter part of November.

The Model Airways operating staff at Kelly Field at present consists of Capt. Charles B.E. Bubb, Air Service, Airway Control Officer, and Lieut. Max Schneider, Air Service, Airway Radio Control Officer, as well as a hangar chief and a small office force. Two planes were donated by First Wing Headquarters and one by Brooks Field for the use of their pilots who are carried on a roster by the Control Officer, every third flight being made by a pilot from Brooks Field and the other two by Kelly Field personnel. A roster of the officers at Kelly Field was prepared and the names drawn by lot. The first pilot designated was 1st Lt. Dale V. Gaffney, Air Service, Operations Officer of the 3rd Attack Group.

The log of the first flight is given best in the report of Lieut. Gaffney to the Control Officer, which is given below:

Left Kelly Field at 8 o'clock on the morning of November 19th with instructions to proceed according to schedule to St. Louis along the Model Airways and return to Kelly Field by the same route.

Leaving Kelly Field, ideal flying conditions prevailed until about twenty miles south of Austin, when it became necessary to go over the clouds, since the visibility at the low levels made it extremely dangerous to try to follow the airways course. Flew over the clouds for about 45 minutes, and then finding some broken areas again went below and found ideal conditions through to Dallas.

Landed at Dallas at 10:50, making a total of two hours and 50 minutes for this leg of the trip. At Dallas, newspaper representatives met and conferred with Mr. Miles, a representative of the San Antonio NEWS, who was a passenger on this trip. Left Dallas at one o'clock, according to schedule, and when about 100 miles south of Muskogee blew a spark plug out of #2 cylinder on the right bank. Since this country has no good landing field, proceeded to Muskogee, landing there at 3 o'clock. Spent the night at Muskogee and departed according to schedule at 8 a.m. the next day. From Muskogee to Kansas City a favorable wind helped, so that the trip was made in one hour and 50 minutes.

Left Kansas City at one p.m. and fought a strong cross wind to St. Louis. Arrived there at 3:40. Had just run the gas out of my motor when the Airways plane from Bolling Field, which had left there at 8 o'clock the morning of the 19th, appeared over the airdrome. There was possibly a difference of five minutes between the arrival of the two ships from the eastern and western terminals of the model airways.

Stayed that night at St. Louis and departed for Kansas City the next morning, leaving Scott Field at 8 a.m. When just north of Jefferson City the motor began to behave badly, so I dropped to the river and followed it as far as Booneville. Thought at first the irregular operation of the motor was due to water in the gasoline, but as it continued to get worse decided that there was something else the trouble. Succeeded, however, in nursing it along and getting into the field at Kansas City. Arrived there at 11:10. Inspection of the motor at Kansas City showed that the gear on the left vertical shaft and the gear on the left cam shaft had stripped. Borrowed Lieut. Carroll's ship and left Kansas City the next morning at 8 a.m. Encountered cloudy conditions as far south as Chetopah and from Chetopah to Muskogee rain and fog, which necessitated flying at approximately 100 feet altitude. While on the ground at Muskogee the weather cleared sufficiently, so that we took off for Dallas at one p.m., according to schedule. Good weather conditions were encountered between Muskogee and Dallas, and I arrived there at 3 p.m.

Spent the night at Dallas and departed at 8:30 the following morning; a delay of thirty minutes being necessary on account of the heavy ground fog.

Arrived at Kelly Field at 11:30, all flights being made on schedule time.

Everyone along the route seemed interested and enthusiastic regarding the model airways, and several inquiries were received regarding the possibility of civilians purchasing passage on this route.

## A MISADVENTURE IN THE PHILIPPINES

Lieut. Hicks returned from a visit to Col. Sam Johnson in southern Mindoro and reports wild tamarau (belonging to the carabao family but much smaller, with straight horns receding backward from the base, and very ferocious and dangerous to hunt) so docile and affectionate that they will follow you around -- at about fifty miles an hour with head down and decks cleared for action. The equipment

needed to hunt them is a 16" gun and a medal for tree climbing. These animals (in their most peaceful aspect) are about as harmless as a cornered lion, but not any less so.

Crocodiles are so common in Mindoro they hang around your kitchen door, awaiting any sort of raw meat that may appear. These reptiles are fond of Chinese cooks - garnished with bullets and profanity. Crocodiles are not a sociable lot. Their table manners are execrable.

Lieut. Weddington reports that his carabao raced a crocodile for two miles. The crocodile snapped at the carabao's tail on the last lap and missed it by four inches, after which he quit in disgust. On another occasion the same officer reports that a crocodile ambushed his carabao, threw him, and bit off six inches of his tail. Can you tie that? The officer meantime looked on exclaiming at regular intervals "Desist!", "Desist!" Valiant work with the bolo and vocal organs achieved the undoing of the reptile.

Like Mark Twain's stage driver, this person's statements are not generally believed.

#### AN ADVENTUROUS FLIGHT IN A MARTIN BOMBER.

While on a leave of absence at Des Moines, Iowa, Lieut. E.H. DeFord, of Kelly Field, received orders to proceed by rail to Mitchel Field, L.I., New York, and upon arrival there, in company with Lieut. W.A. Fredericks, to ferry a Martin Bomber airplane to the San Antonio Air Intermediate Depot.

On the morning of Nov. 25th, the pilots took off from Mitchel Field, facing into a forty-mile wind with which they continued to struggle until darkness forced them to seek a landing at Aberdeen, Md. A successful flight from Aberdeen to Bolling Field, D.C., was made on the 26th.

The morning of November 27th saw them again rising for a flight with strong head winds, the flight from Bolling to McCook Field, Dayton, Ohio, taking them 7 hours and 30 minutes. At McCook Field the pilots were held over four days on account of inclement weather. Taking off from McCook Field at 1:15 p.m., December 1st, they landed at Scott Field, Belleville, Ill., at 5:15 p.m. Leaving Scott Field at 9:00 a.m., the following morning with intentions of completing another long leg of the flight that day, they were confronted over St. Louis, Mo., by heavy fog banks which forced them to return to Scott Field.

They left Scott Field again at 11:00 a.m., the same day. Sailing smoothly along until within fifty miles of Kansas City, Mo., the left engine cut down to 1100 r.p.m., on account of one jet in the front carburetor becoming frozen. They were forced to close the shutters and heat the engine until the jet thawed out. In gliding to land at Kansas City the throttles were found to be frozen slightly open and the engine could not be idled lower than 800 r.p.m. Upon getting the ship on the ground the switches had to be cut in order to stop rolling.

The pilots were again delayed at Kansas City on account of rain. Leaving there on December 5th with a strong tail wind, which continued throughout the flight, they hopped into Kelly Field in 7 hours and 20 minutes - fairly fast time for a Martin Bomber.

#### ARMY PILOTS STILL COMBATTING LOCUSTS IN PHILIPPINES ✓

Our Correspondent from Camp Nichols, Rizal, P.I., states that Lieut. Weddington and his detail have been busily engaged of late in an effort to exterminate the locusts which have infested certain parts of the Islands, causing great damage to crops.

This work is being carried on with great success. The plane being used is a reconstructed Curtiss of the JN type, the front seat having been removed and a hopper installed capable of carrying about 150 pounds of calcium arsenate, which is the medium used to destroy the locust.

The method used in destroying the locust is to fly over the infested area at an altitude of about 15 feet, opening the hopper the desired amount and with the propeller blast as an aid the calcium arsenate is deposited, this causing destruction to the locusts in their various stages.

Those who have been fortunate enough to observe the work of the Air Service in the Philippine Islands in this connection have been as one in commending the work and predicting that if carried out to an ultimate end will in time banish the locusts from these parts.

## DUKE OF SUTHERLAND ASKS COOPERATION IN CONQUEST OF THE AIR.

The Duke of Sutherland, Undersecretary of State for Air, of Great Britain, who recently arrived in this country for the purpose of making a survey of the development in the United States of lighter-than-air and heavier-than-air craft since the war, arrived in Washington the latter part of December, at which time he inspected both the Army and Navy Air Service stations at Anacostia, D.C.

On the evening of December 23rd he was the honor guest at a dinner at the Shoreham Hotel, where about forty men - for the most part prominent in aeronautics - were seated around the banquet table.

Admiral Moffett, Chief of the Bureau of Aeronautics, U.S. Navy, spoke of the contemplated flight to the North Pole next summer of the Airship SHENANDOAH.

Major General Mason M. Patrick, Chief of Air Service, stated that the United States is sadly lacking in a definite policy for the future development of aviation, due principally to the apparent indifference on the part of the legislators and the public in general.

The Duke of Sutherland in his address confined his remarks principally to a description of what the British believe to be the advantages of developing aviation. He said that Great Britain is no longer an Island but must be classed now as continental, and because of this it must keep to the front in aircraft production and development. He told how his government is providing subsidies to private concerns engaged in commercial aircraft construction and operation. He predicted that the United States no doubt will make even greater strides in the commercial field when its legislators are brought to a realization of its importance.

Paying a glowing tribute to the Airship SHENANDOAH, he said that it stands as a monument to the efficiency, daring and resources of the Americans interested in aircraft development. He also paid a tribute to the flyers of this country who have established records of various kinds, and to the postal service which he deemed of the greatest usefulness and efficiency.

In developing aircraft, he said, there should not be selfish competition but, instead, a friendly and helpful rivalry. The development of aeronautics, according to his ideals, should be with the view to enlightenment rather than as weapons and machines of destruction.

## ROCKWELL AIR INTERMEDIATE DEPOT HAS WILLING WORKERS.

The U.S. Army Transport MEIGS, which arrived from Manila, P.I., at the Naval Air Station wharf, San Diego, Calif., on November 27th, unloaded 374 pieces of freight, consisting of 183 boxes of airplane parts and 191 Liberty engines. Due to the fact that the crew on the MEIGS was limited, the task of unloading this material fell upon the personnel of the Air Intermediate Depot. Notwithstanding the fact that Thursday was Thanksgiving Day, when all work ceased, six DH4B's and 58 boxes of miscellaneous airplane parts were loaded for the Philippines, in addition to 15 boxes of airplane parts for Crissy Field in time for the ship to sail for the north Friday evening. Inasmuch as a boxed Liberty engine was the smallest package handled, credit is given to the employees at the Depot for their cooperation and the efficient manner in which this task was performed.

## "ED" WAXES POETICAL.

Crissy Field,  
Presidio of San Francisco, cal.  
Nov. 30, 1923.

The editor  
Air service news letter  
Wash. Dist of col.

Dear Ed;

You will note by the above mentioned date that yrs truly has had thirty (30) bucks gave to him this p m by a grateful but careful govt for services rendered f o b this station endureing the mc of november. I say has had on acct I looked in at the regular monthly exercises of the furnace room A C & in as far as my connection with the aforesaid thirty (30) iron men is concerned the guy that made the crack about they shall not pass didnt know nothing about crap shooting as pulled off by certain partys around here. But they cant get away with nothing like that on me without a struggle & I went over to the adjutants office Lt. Marriner & between I and you hes a h--l of a ajutant always smiling & the etc & I uske him

isent it vs regulations for non commissioned officers to gambel with pvts & pvts 1st class & he says what non commissioned officers sgt Arndt & corp Fatt I says & pvt 1st class Swihart & he says that isent gambelling thats a gift & anyway he says sgt. Arndt & corp Fatt is pilots & has got to be kept in good trimm so as they can out guess some of these gofers & the etc that builds mownds in all wes-tern landing fields the -----s & besides trap shooting being a part of their train- ing maybe they mistook the t for a c & if you was to make bum spelling a pewni- tive article of war I would half to hold officers call in the gaurd house. & so he says Ill let you off this time only dont do it again. Theres another matter he says waveing aside my thanks some of the admires of your literary abilitys has asked to have you make a speech or give a toast or something at the xmas dinner which the men is going to have on xmas day & seeing that you wont be troubled by no bootleggers or corrus gals endureing the comeing month you should ought to be able to surprise l & all by doing something pretty good.

Well Ed maybe you think I was a sucker enough to fall for such flattery hey Ed but I says right back how much jack is in it for me & he says there couldnt be no money change hands on acct I might be disqualified as a professional but that if I done a good job maybe my piece would be snapped up by one of the ser-vice papers as for inst the Arm in navey Journle & printed along with the other interesting pieces written by such authoritys as for inst - pay clerk ret, per- manent 1st lieutenant, disgusted warrent officer, indian fighter & all them other military experts which furnish the war dept with free but valuable advice about this in that.

Well Ed I seen it was practically my duty not to disappoint my admires & to prevent the xmas dinner from being merely a display of glutony you might say & so I wrote out a toast in a poem & ill write down the poem that I wrote for the benefits of my numerus admires amongst your readers to the viz -

Heres to the u s air service  
the cavalry of the clouds  
so raise up your foaming glasses  
with cheers & joyus shouts

& to the chief gen Patrick  
a leader & pilot too  
& his gallent flying instructor  
major Herb Dargue

To general Mitchells pilots  
which flang the deadly bombs  
upon the invincible dreadnoughts  
sending them to their tombs

Hurray for the racing pilots  
which raced vs the navey  
& if the army had more jack  
maybe they could of brought home the  
gravey

& to our commanding officer Major Brett  
who rules without prejudice or bias  
& hasent cracked any ships up yet  
excepting maybe once or twice

Heres to our captains & lieutenants  
I dont know them very well  
but as for the non commissioned  
officers x (note)  
I wish they was in h--l

x (note) all but mess sgt Julius.  
another note - I had another verse in  
here Ed giveing the low down on the 1st  
Sgt but the ajutant made me scratch it  
out the big stiff

So raise up your foaming glasses  
at Crissy field beside the sea  
to the u s air service  
which protects the land of the free

Well Ed I showed the aforegoing poem to Lt. Greene who runs the mess & if he could understand it anybody could & he admitted it would be a riot & he says he would have mess sgt Julius give me a convenient seat near the door where I could pull off a graceful exit after I had executed my piece & thus escape the missels & other plaudits of my admires & he asks me is it free verse & I says h--l no Im going to get a lot of dough for it from the Arm in navey journle.

trusting you feel the same way

Yr cor

Ed Stock

formally act pvt 1 cl now pvt 91st Sqdrn.

## NOTES FROM AIR SERVICE FIELDS

Kelly Field, San Antonio, Texas, December 1.

### TENTH SCHOOL GROUP

40th SCHOOL SQUADRON: The "Coast to Coast" Martin, piloted by Lieuts. Smith and Whitely of Langley Field, which is on its return trip to that field, was a visitor on this field during the past week. Several repairs were made on the plane preparatory to the continuation of the trip. The plane left on the final leg of the journey on Nov. 29th.

The Martin Bomber which is equipped with the smoke screen apparatus was delayed on the return trip to Langley because of the failing of the right motor, necessitating a change.

A big dinner was given on Thanksgiving Day by the Squadron at which all of the married men and their families were present. Major Hickam complimented the organization and said that the mess hall was the best decorated one on the field.

41st SCHOOL SQUADRON: This organization took the lead, November 28th, when its fighting members walked off with the inter-squadron athletic honors at the fight meet held at Service Club No. 3. Private Walker, a literal wildcat, scored an easy decision over his opponent for the inter-squadron bantamweight belt. Private Jenks scored a knockout for heavyweight honors, being followed almost immediately by Rodgers who won the light heavyweight bout.

Inclement weather and holidays combined in an effort to check flying activities of the Squadron during the past week and almost succeeded. With the exception of a few test and formations flights, the energy of the organization has been utilized in policing and making minor repairs on equipment and in the hangars.

42d SCHOOL SQUADRON: During the week ending November 29th, planes from the 42d Squadron obtained a total of 46 hours and 30 minutes flying time. Students have been flying missions on the smoke bomb range and on the machine gun range. One of our planes made a cross-country flight to College Station, Texas and return on the 28th.

The Squadron Thanksgiving dinner was a large success. Too much credit cannot be given the mess sergeant and his assistants. Among the guests present were Captain and Mrs. Crom, Captain and Mrs. Hopkins, and Lieut. and Mrs. Finn. A short talk by Captain Hopkins was given during the dinner.

43d SCHOOL SQUADRON: Rainy weather and Thanksgiving Holidays cut down the flying time for the week. Instructors and their students participated in Aerial Combat, high altitude patrolling, tactical formation and acrobatics in SE5A's, MB3A's and Spad's. The Aerial Carnival was a great success. No accidents occurred to mar the great show. Planes from this Squadron participated in the grand review, acrobatics, and combat work. SE5A's, Spad's, MB3A's and Sperry messengers were the different types of planes that flew from this organization in the Carnival. Cross country flights were made to Sabinal, Brooks Field and Ellington Field during the week.

### THIRD ATTACK GROUP

8TH ATTACK SQUADRON: Operations for the past week consisted of practice in bombing and attack formations in preparation for the second Air Carnival which was held on Sunday, November 25th.

Practically no flying operations were performed during the period from November 26, to this date, this squadron being on the range for the regular firing period. Inclement weather also curtailed any other flying that might have been performed for this period.

Lieut. L. A. Smith, Commanding Officer, returned to this Field on November 27th, flying a Martin Bomber from New York to this station.

During the inclement weather and the present lull in flying operations, all planes and engines are being repaired and reserviced, after the participation in the Air Carnival on Sunday, the 25th.

13TH ATTACK SQUADRON: This Squadron furnished a GA-1 plane for the Aerial Review held last Sunday for the benefit of the Army Relief Fund.

Lieut. Beverly with Lieut. Wolf as passenger, made a cross country flight to College Station, Texas, Thursday, the 29th.

26TH ATTACK SQUADRON: On November 25, Captain Davidson left Kelly Field for St. Louis, Mo., traveling over the airway route to that place. This flight was in accordance with orders from the Office of the Chief of Air Service which requires that a flight be made over this route weekly

Lieut. R. H. Clark, who returned from leave of absence on the 24th, has been relieved from assignment to this squadron and has been assigned to the 13th Squadron.

Lieut. Woodruff made a cross country flight to Ft. Clark, Texas, on November 28th, for the purpose of transporting Colonel Sayles of the 4th Cavalry to Kelly Field.

Lieut. J. E. Duke, Jr., returned from detached service at Post Field, Oklahoma, on November 28th.

Thursday, November 29th, was observed as Thanksgiving Day at Kelly Field, all organizations being granted a holiday to participate in the festivities.

Kelly Field, San Antonio, Texas, December 8.

### 3RD ATTACK GROUP

8TH. ATTACK SQDN: Practically no flying operations were performed by this organization during the period November 30th to December 6th, the men being on the range for the regular firing period. Inclement weather also curtailed any other flying that might have been performed during this period.

Lieut. Lawrence J. Carr, with Lieut. Spry as observer made cross-country flight to Sanderson, Texas, on December 5th, for the purpose of surveying government property at that station.

Two planes of this organization are being equipped with full equipment for night flying.

During the inclement weather and the present lull in flying operations, all planes and motors have been repaired and reserviced, with the addition of the installation of long exhaust pipes on the two planes to be equipped for night flying.

Lieut. E. V. Harbeck was relieved from duty with this organization and assigned to the D.O.J. for duty at Houston as Air Service Instructor, Texas National Guard.

THIRTEENTH ATTACK SQDRN: Four cross country flights were made from this squadron on December 5th. Lieuts. Gaffney and Woodruff with mechanics as passengers made flights to Ft. Clark, Texas, and return, and Capt. Harvey and Lieut. Clark with mechanics as passengers made flights to Pearsall, Texas.

The first two days of this week were devoted to firing for record on the pistol range by members of this organization.

TWENTY-SIXTH ATTACK SQDN: On December 3d, Capt. Davidson returned to the field from St. Louis, Mo. This flight was for the purpose of maintaining the Airways Control over the Kelly Field-Scott Field Sector. Capt. Davidson took off from Kelly Field on November 26th, and arrived at Scott Field at 10:45 A.M., November 28th. The flight to Scott Field was made without any trouble of any description. The return flight was rather eventful; the take-off was made at 2:00 P.M. on November 28, and all went well until Grandview, Mo., was reached. At that place a heavy snow storm forced Capt. Davidson to land and wait for better weather. On November 30, the Captain took off from Grandview at 1:00 P.M. and reached Temple, Texas, at 2:35 on the afternoon of December 1. The flight was again delayed on account of heavy rains in that section. On December 3, the Captain took off at 9:50 A.M. and arrived at Kelly Field at 11:10 A.M. The total flying time of the round trip was 26 hr., 30 min.

On December 4, this organization participated in preliminary target practice on the range. On December 5, the organization commenced firing for record. Quite a few of the new arrivals who have recently been assigned to the squadron were rather alarmed until they had been instructed and assured by Sgt. Winters

that all would be safe and qualify if they would follow instructions. A large percentage of the men qualified and probably will receive additional pay for their good work.

### 3RD ATTACK GROUP

SIXTIETH SERVICE SQUADRON: Major L. H. Erereton, Commanding Officer of the 3rd Attack Group, accompanied by Staff Sgt. Thomas W. Richards of this organization as mechanic, made a cross country flight to Ft. Clark, Texas in DH4B-1, (the Major's ship) December 5, and returned the same day.

Sgt. Chas. O. Thacker of this organization, re-enlisted November 28, for foreign service and left the same day for the Philippine Islands.

NINETIETH ATTACK SQUADRON: The flying activities of this organization during the past week consisted of several routine flights by student officers and pilots of our own organization. Lt. Moor, with Sgt. Granger as passenger, went on a hunting trip to Pearsall, Texas, flying in a plane of this organization. Mr. Sgt. Kolinski made several solo training flights in a DH4B plane.

A number of enlisted men are at present on the target range, the recently enlisted men firing first.

A number of men have recently joined this organization, and it is well up to strength.

### 10TH SCHOOL GROUP

40TH SCHOOL SQDN: Continuous drizzles and rain have been quite frequent in the past week and very little flying has been done.

Lieuts. Peck and Aldworth and Sergeant Cleverly made a cross-country to Post Field and return in a Martin Bomber. The trip outward was made in 3½ hours and the return trip in five hours.

Lieuts. Frederick and DeFord returned from Mitchell Field in an Aeromarine Martin which was ferried from that station. Quite a bit of bad weather was experienced, but the trip was made without mishap.

Lt. Corkille, of Brooks Field, left on cross country to Ft. Worth in a Martin. A motor is being ferried to that place for installation in a ship that had motor trouble.

41ST SCHOOL SQDN: 1st Lt. Earl H. DeFord, who a short time ago relinquished command of this organization in order to visit his father who was ill at his home in Des Moines, Iowa, returned and re-assumed command.

42D SCHOOL SQDN: The flying time this week totaled 111 hours and 20 minutes. The students have been flying missions on the puff-target range, the squadron having five radio ships and are preparing three more to expedite training. The class expects to finish this work by December 15.

Letters from staff Sergeant Separovich state that he has been assigned to the 3rd Pursuit Squadron, Camp Stotsenburg, Clark Field, P.I., and that he is very well pleased with his new station.

At present three of our ships are on cross country, two to El Paso, and one to Ft. Worth.

Seven recruits were assigned to the squadron this week, bringing the squadron strength to three commissioned Officers and 138 enlisted men.

43d SCHOOL SQDN: Flying for the week consisted of test and routine flights in SE5-A's, MB-3A's, Spads, DH-4B's and Sperry Messengers. Inclement weather caused the flying to fall short of its usual amount. Student officers and their instructors did the following work this week: Combat and Reconnaissance in Sperry Messenger; Acrobatics in Spads; Transition in MB-3A's and Sperrys. Cross country flights were made to Brooks Field, New Braunfels, Seguin, Bryon and Ellington Field.

68TH SERVICE SQDN: The motor overhaul department completed the test of one liberty motor and one Wright E motor which are ready for assignment. Three Wright E motors were received to be overhauled and tested. Three Wright E's and one Liberty motor were assigned to various organizations.

The motor overhaul shop is undergoing repairs. The work benches and motor stands are being re-arranged and an engine cleaning vat is being installed. Mr. Norman W. Johnson, shop foreman of the motor overhaul, left for Lawton, Okla. on a twenty day leave to visit relatives.

Lieut. Ralph B. Walker, A.S., Engineering Officer, took command of the squadron in addition to his other duties as Group and Squadron Engineering Officer.

Capt. Morris Berman, A.S. left for the Philippine Islands on the first of the month. Before leaving, the squadron presented him with a Howard watch and chain which was suitably engraved. It was with regret that the squadron saw him leave, as he has won a place in the heart of every one in the organization.

Assistant foreman, Staff Sgt. Leslie L. Wells, was appointed foreman of the overhaul shops during the absence of Mr. Johnson. Corporal Robert L. Carroll was appointed assistant foreman in addition to his other duties as Chief Engine Tester. These men are two of the best motor mechanics on Kelly Field.

The Aero repair received two DH-4B's to be overhauled and repaired.

#### McCook Field, Dayton, Ohio, December 19.

Major Martin W. Scanlon was relieved from his assignment with the Engineering Division November 26th, and upon expiration of his present leave of absence will be assigned to duty to the Chief of Militia Bureau, Detached Officers List.

Major W. G. Killner, who completed the regular course at the Air Service Engineering School, has been transferred to the Office of the Chief of Air Service.

Lieut. Jesse E. Canary has been relieved from duty at the Meteorological School, McCook Field and transferred to Edgewood Arsenal, Maryland.

Lt. T. S. Van Veghten left on December 5th for the L.V.F. Engineering Corporation, Garden City, Long Island, for the purpose of inspecting and ferrying a new T-3 airplane to the Engineering Division.

Capt. G. C. Kenny left on December 5th for College Point, Garden City, Long Island for an inspection trip in connection with Government contracts.

Lt. Eric Nelson, who, according to recent announcements, is chosen as one of the pilots for the Round-The-World expedition is at Langley Field, in connection with water testing the Douglas World Cruiser.

Lt. "Jimmie" Doolittle blew in from the Massachusetts Institute of Technology on a cross-country flight on December 15th. Lt. Doolittle has been pursuing a course of study at "Tech" and is enjoying the courses thoroughly, but he so misses his regular flying duties that he took this first opportunity to "stretch his legs in a DH" and make a visit to the Engineering Division. He returned to Boston on December 20th.

Lt. Col. John Cocke, of the Office of the Chief of Staff, visited the Engineering Division on December 14, for the purpose of making an inspection of the activities of the Division.

#### Brooks Field, San Antonio, Texas, December 3.

Thursday, Thanksgiving Day, proved to be a big day for Brooks Field, inasmuch as in the first time of its history, its football team managed to triumph over the team representing the Second Division, and now in the Officers' Club, a football holds the place of honor, inscribed with the score "Brooks Field 13 - Second Division 6." The game was played at the Second Division stadium and about 5,000 people witnessed it, including of course, all the ranking Army officers of this vicinity. The large boxes on the west side of the field were occupied by General Lewis with his staff and friends, and by General Hinds, with his staff and friends, whereas the other boxes on that side of the field were filled by the officers and ladies of Fort Sam Houston and Camp Travis. The boxes on the east side of the field were filled by the officers and ladies from Brooks Field and Kelly Field, and the Air office, 8th Corps Area.

The Brooks Field team started their offense early in the game, and took advantage of three costly fumbles by Doshinko, who was receiving the punts for the Second Division, and scored two touchdowns in the first half. Outweighed over fifteen pounds to the man, the Brooks Field team played a very remarkable game, but during the early part of the second quarter, the weight of the Second

Division told, and they managed to get a touchdown, aided by a forward pass over the goal line. Also, during this quarter they had the ball on Brooks Field 20 yard line on several occasions, altho they were unable to put it across. During the 4th quarter the Brooks Field team again showed their superiority over the Second Division, and were within striking distance of scoring at the end of the game.

It would be hard to name any outstanding stars on the Brooks Field team, as the entire team played a remarkable game in every respect.

In addition to the great satisfaction of winning the game, the financial returns were such that the athletic fund is now out of debt and has enough surplus to properly finance athletics until the next football season.

Friday morning the weather man finally gave us some good flying weather and the TC-3 took the air for its return trip to Belleville, Ill. The big hangar is now being rearranged so that six Martin bombers from the depot can be stored there.

During the past week rain held up the flying nearly every day. That, connected with the holidays, has given the students less flying during the week than any other previous week of their course.

The following cross countries were made during the week: Sergeant Templeman and mechanic in a DH to Muskogee and return; Lieut. Breene and mechanic in a DH to Tulsa and return; Lieut. Corkille and mechanic in a DH to Fort Worth, but a broken connecting rod forced them down at Gatesville and caused them to return by train.

Major Lanphier, of Post Field, accompanied by Colonel Austin, Field Artillery, flew into this station Friday. When just out of gliding distance of the field, the plug in his water pump came out, and all the water was lost. Major Lanphier managed to get into the edge of the field, but that was all, and he had to have a new motor as a result. A new motor was secured from the A.I.D. and mechanics worked long into the night getting the ship ready for the return trip the next day. Rain and low clouds made the return impossible, and Major Lanphier and Colonel Austin remained as guests of the Commanding Officer until Monday morning.

Major Bock and Lieuts. Taylor, Wimsatt and Ashley witnessed the annual game between Texas U and Texas A & M College football teams, at College Station, Texas. While there, they were the guests of the man from the Texas A. & M. who attended the R.O.T.C. camp at this station last year.

The work of painting the hangars and Air Service buildings has now been completed, with the result that they appear to be in very fine shape, but make the other buildings appear to be wanting in the matter of paint.

During the past week the cement floor was laid in the Blacksmith Shop. The doors are now being replaced and the shop made ready for work again.

#### Brooks Field, San Antonio, Texas, December 10.

The Ladies' Bridge Club met on Tuesday afternoon at the Officers' Club, with Mrs. Roderick N. Ott and Mrs. John A. Austin as hostesses.

The Freeze Out Poker party Wednesday evening at the Officers' Club was very unusual and greatly enjoyed by the officers of this Field. Lieuts. Smith, Warren and Patrick won the prizes in the order named.

The Commanding Officer, Major Ralph Royce, was guest of honor at a luncheon given by the Rotary Club of this city. Major Royce addressed the members of this club on the needs of the Air Service. Mr. Ruggles, of Orientator fame, had one of his Orientators brought down and installed before this Rotary gathering, and the Rotarians were very much amused to watch their brothers take primary flying training in this apparatus. The Rotary Club students in the Orientator were somewhat discomfited to find that little "Scotty" Royce, six year old son of Major Royce, was able to loop, spin, barrel roll, bank and do all other maneuvers much more skillfully than they.

Monday evening, many officers of the Field attended a smoker given by the Elks Club for the officers in the vicinity of San Antonio.

During the past week flying training was handicapped by rain. There were only two days on which flying was possible for students.

The following officers were on cross country during the past week: Lieut. Harlan T. McCormick to Laredo, Texas, and return; and Lieuts. Paul H. Prentiss and Frederick I. Patrick to Rockport, Texas, and return.

The Officer in Charge of Flying reports the following flying time for November:

Permanent Officers	-	1330:35
Student Officers	-	1000:10
Enlisted Personnel	-	105:55

Total cross country man hours: 273:00

This report shows a decrease of just about half the flying time of that of October. This decrease was due to bad weather.

Lieut. Julian B. Haddon, Officer in Charge of Flying, carried the third Airways ship from Brooks Field to St. Louis, Mo., and return. Due to adverse weather conditions, this officer was forced down about thirty miles from his destination, but made the return trip in record time, for which he is to be commended.

San Antonio Air Intermediate Depot, San Antonio, Texas, December 3, 1923.

On Thanksgiving evening, the officers and warrant officers and their families gathered at the Post Club where Madam Lackland, Major Lackland's mother, Lieut. and Mrs. Myron R. Wood, and Lieut. Ivan G. Moorman, served an excellent dinner in honor of the day. Thirty-six persons were present and partook of the good cheer. There was an abundance of roast turkey, cranberry sauce and all the other good things of the season. The tables were set with the best china and plate, commandeered for the occasion from the households of the officers. The assembly room was tastefully decorated with pumpkins, variegated autumn leaves, and candles entwined in green. Flagons, cups, beakers and goblets, utensils of good companionship, graced a broad side board and served as mementos of good days that are past. A blazing, crackling fire of logs warmed the room and the flames went sparkling and wreathing up the broad chimney. Never has a Thanksgiving board displayed a better and more gracious assemblage of faces; those who were not handsome were at least happy, and happiness is an excellent improver of hard visages.

Major Frank D. Lackland, the Commanding Officer, addressed the gathering on the rites and ceremonies of Thanksgiving Day, and the propriety of observing it not merely as a day of Thanksgiving, but of rejoicing. He referred to the customs of our fathers and reminded those present of many things they had to be thankful for, and then jocosely spoke to each one in particular of some reason why he or she should be thankful.

The children were served their dinner in an adjoining room. Their noisy mirth caused several of the older diners to look in upon them and to smile at their merriment. After dinner music was played and many tales reminiscent of old Army days were told. The children played, danced and shouted with glee. At the close of the evening everyone returned to his quarters filled with the spirit of Thanksgiving.

The Engineering Department, under the direction of Lieut. Charles E. Branshaw, completely overhauled, remodeled, or repaired 10 JN6HA-2's, 2 VE9 Voughts, 1 DH-4-B, 1 DH-4E-1, 3 TMMB-3-A's, 16 Wright A's and 3 Liberties during the latter half of November, which had but eleven working days.

The employees social club, recently organized by Madam Lackland to promote friendly intercourse among the employees and their families, entertained themselves in the old service club, which Major Lackland has placed at their disposal. The Kelly Field Orchestra furnished the dance music. Everyone there said that he had enjoyed a pleasant evening.

Lieut. and Mrs. Barney M. Giles entertained Major Lackland and his mother, and Captain and Mrs. Ben Giles at dinner Sunday evening. Captain Giles is a brother of Lieutenant Giles.

Mr. and Mrs. J. M. Cunningham of Abilene, Texas, brother-in-law and sister of Mrs. Barney M. Giles, are visiting Lieut. and Mrs. Giles.

Mrs. J. T. Anderson of Abilene, Texas, is paying Lieut. and Mrs. Lewis A. Dayton an extended visit. Mrs. Anderson is the mother of Mrs. Dayton.

Wilbur Wright Field, Fairfield, Ohio, December 7.

On the morning of December 7, Captain Henry Pascale, Lieuts. F.P. Kenny, H.H. Mills and W. J. Hanlon "took off" from Wilbur Wright Field for Boston,

Mass. They expected to fly to Bolling Field on December 7, and to proceed to New England on the following day. They will return from Boston to Wilbur Wright Field by railway, as they are ferrying to the Boston Airport four Curtiss JNSL airplanes, built at the Repair Shops at Wilbur Wright Field.

On the morning of December 7, Lieut. O. O. Niergarth left Wilbur Wright Field for Bolling Field, with Private Tavton as passenger. This is one of the regular Airways flights.

On November 26, Captain Henry Pascale, Lieuts. H. A. Bartron and Geo. V. McPike returned from Boston, Mass., to which place they had ferried three JNSL airplanes built at the Repair Shops at Wilbur Wright Field, under the direction of Major J. H. Rudolph, Engineer Officer. These pilots state that they flew from Aberdeen, Md. to Mitchel Field in 1 hour and 40 minutes, being aided, however, by a stiff breeze which happened to be blowing in their direction.

Lieut. R. S. Worthington left on November 28, for New York, and will proceed by transport from there to San Francisco. He will then take leave, and then proceed to the Hawaiian Islands.

Captain James H. Blackwell, M.C., arrived at Wilbur Wright Field, and assumed his duties as Post Surgeon. He was transferred from the Medical Field Service School at Carlisle, Barracks, Pa.

On November 30, the officers of this Post gave a Thanksgiving dance at the Officers' Club. About 75 couples were present, including several guests from McCook Field, and from the city of Dayton. The Club Rooms were elaborately decorated with the Air Service colors, midnight blue and gold, and the Air Service insignia were displayed at the windows. A special feature of the decorations was a turkey made of electric lights. The committee in charge of the dance consisted of Captain Weldon, Lieuts. Reese and Hanlon. Preceding the dance, Lieut. and Mrs. H. H. Mills entertained at dinner, the guests being Major and Mrs. Knerr and Lieut. and Mrs. Hamlin.

On Wednesday evening, December 5, the regular bridge party was held at the Officers' Club. High scores were made by Captain Thrasher and Mrs. Frierson.

Lieutenant R. V. Ignico, formerly assigned to Property, Maintenance and Cost Compilation, was at Wilbur Wright Field on November 26 for a short visit. He has been at his home in Virginia and spent some time hunting deer and other game in the mountains in that State. He will soon leave for his new station in the Philippines.

Lieut. W. S. Hamlin returned from Washington November 24th and resumed his duties as Post Adjutant.

Captain E. E. Adler has been conducting a Garrison School for the Officers of the Post, and has given a course of instruction on Combat Orders.

Lieut. J. F. Whiteley stopped at Wilbur Wright Field on December 6th and 7th, enroute to Langley Field, Virginia. He arrived in a Martin Bomber, with two enlisted men as passengers.

Lieut. and Mrs. Winfield S. Hamlin entertained at a series of dinner parties given at their quarters during the past week, having entertained Major and Mrs. Knerr, Captain and Mrs. Blackwell, Captain and Mrs. Weldon, Lieut. and Mrs. Thomas, Captain and Mrs. Thrasher, Lieut. and Mrs. Bartron and Mrs. Kenny. Lieut. S. C. Eaton has availed himself of a 30-day leave of absence.

After spending a short vacation in Indiana, Lieut. O. P. Gothlin left for his station in the Hawaiian Department.

Capt. and Mrs. C. O. Thrasher are the proud parents of a baby daughter. Capt. Thrasher has been the popular Q.M. at this post for the past several years. Lieut. and Mrs. H. A. Bartron are the happy parents of a baby boy. Lieut. Bartron is our station Supply Officer.

Lieut. Samuel Frierson, formerly stationed at Selfridge Field, reported here for duty and was assigned as Post Exchange Officer, Assistant Fire Marshal and Officer in Charge of the Civilian Guard.

#### Wilber Fagley Field, Kokomo, Indiana, Dec. 17.

The 113th Observation Squadron, Ind. National Guard, sent a 3-ship formation to Columbus, Indiana, on Dec. 14th to participate in the funeral ceremonies of Capt. Emile T. Wagner, killed in a plane crash at a Texas field recently. The local fliers rendered military honors to their comrade, dropping flowers on the grave. The three local ships were piloted by Capt. Wm. F. Donnelly, Federal Instructor, Capt. Harold E. Smith and Lieut. Lawrence I. Aretz, of the 113th. Sgts. Roma Stevens and Matt Carpenter of this city accompanied the flight, and Col. Morehead was picked up at Indianapolis.

PROPERTY OF  
OFFICE OF AIR FORCE HISTORY

Lieuts. Brady and Hyndshaw, of Bolling Field, were Model Airways fliers who landed at Fagley Field for service in the past week. Both flew DH4 ships.

The latest improvement to the local field is the erection of three new furnaces in the hangars to hold those buildings at a uniform heat and prevent deterioration of government equipment this winter.

Camp Nichols, Rizal, P.I., Oct. 27.

Lieut. H. A. Halverson, A.S., Headquarters 4th Composite Group, made a cross country flight to Mindoro Sunday, releasing a pigeon, with a message reporting safe arrival. The pigeon must have run across something more interesting than Camp Nichols, on the way back. At any rate, he went AWOL for a couple of days, staggering into Camp Tuesday afternoon, after Captain Eglin and Lieut. McCune had set out to find Halverson, who returned Wednesday. Lieut. Halverson states that the fight against the Locusts continues in the vicinity of Mindoro, and that the use of airplanes to combat these pests has proven highly successful, more effective by far than any method which has previously been tried.

Wednesday noon, October 24th, the United States Army Transport "Thomas" took off for the States, with Lieut. E. H. Guilford, A.S., and quite a number of old timers, most of whom were members of the 28th Bombardment Squadron. Lieuts. Aldrin and Hicks flew over the "Thomas" as she left the bay, Lieut. Aldrin sending last farewells by radio.

The opening of the Baseball season was celebrated at this station yesterday afternoon by the defeat of the 15th Infantry tossers to the tune of 14 - 1. Our team showed decided improvement over that of last year and the team as a whole played a very nice brand of ball. Headwork and teamwork, those two very necessary requisites for the building of a successful ball team, and which were sadly lacking last season, were very much in evidence throughout the entire game. It is believed Camp Nichols will have one of the best teams in the league this coming season.

On Sunday last, the 42nd Air Intelligence Section decided on a long hike into the country. Starting early in the morning much headway was made by the presence of a cool breeze. Old Sol, however, soon had them seeking the cool shady spots under waveless coco-palms. Metaphorically speaking, they left their grub behind for the purpose of going light, but Oh! how a grasshopper sandwich would have eased the pains of hunger when dinner time came. Many places of interest were visited, including the famous and only bamboo pipe organ known in the world. This organ was built entirely of bamboo in 1818 by a Recollect Padre and is now being preserved in the old Spanish Church of St. Joseph at Los Pinas.

Camp Nichols, Rizal, P.I., November 3rd.

The 28th Bombardment Squadron has settled down to a program of field training and is endeavoring to finish the program laid down by the Chief of the Air Service, before January 1924, when its present Commanding Officer, Thomas J. Hanley, Jr., is scheduled to return to the United States.

Captain Rosenham Beam, A.S., who lately joined the squadron, has been appointed Squadron Operations Officer. His knowledge lately acquired at the Air Service Tactical School and his well known ability as a bomber are of great value to the organization in its training.

At present all pilots and observers are concentrating on Bombing and Machine Gun Work. It is a revelation to those officers who have never bombed, to check their flights by means of the camera obscura.

Notification has been received to the effect that twelve Martin Bombers are now enroute to this Department. This is the first shipment of this type plane to reach the Islands, and they will no doubt contrast greatly the NB 3's which comprised the last shipment of Airplanes received here.

Philippine Scouts have been at work for the past two and one half weeks on the new Polo Field at this station and altho nothing definite has been announced it is the general belief that Camp Nichols will be represented by a team this year.

Clark Field, Pampanga, P.I., October 27.

Lieuts. G. M. St. John and G. A. McHenry, Air Service, have just returned from one month's detached service at Camp John Hay, Mountain Province, P.I.

A base ball team has been organized and will play their first game against the Post Quartermaster team, Sunday October 28th, at the Post diamond.

Flying for the week consisted of practice flights for officers who have just returned from leave, or who have just been returned to flying status upon recommendation of Flight Surgeon, and official cross country flights to Camp Nichols.

At last the Auditor has started to audit the accounts of the Provisional Air Service Organization, and now certain officers are wondering if they will ever get their records straightened out.

Clark Field, Pampanga, P.I., November 5.

Flying training in MB-3-A planes has started in earnest and everyone has been setting them down in great style.

Baseball has just been taken up and preparations have been made to enter a team in the Pampanga League. So far the Air Service beat the Quartermaster 9 to 1, but went down to defeat against the Pampanga Government team 9 to 1. The League season will be opened at Bacalor against the Pampanga Trade School next Saturday.

Rockwell Field, Coronado, Calif., December 3.

The Arcadia Annual Exposition, held this year at Ross Field, Arcadia, under an agreement that 25% of the receipts were to go to the Army Relief Fund, closed Saturday night. Rockwell Field was to have played a very active part in this show, but owing to the inclement weather the program was cut short and our aviators could not put on the show as contemplated. The motion picture which was operated by Rockwell Field did not do the business expected, and from reports the attendance was small, due to weather conditions.

Lieut. L. F. Young returned from Ross Field, Arcadia, Calif., where he has been during the past week in connection with the Air Service program at the Arcadia Annual Exposition.

Captain W. M. Randolph and wife returned from Ross Field, having spent three days at the exposition.

Rockwell Field, Coronado, Calif., December 7.

The annual pistol course for Officers was completed Friday, December 7th, and from the way some of these birds were putting the eye out of the bull, we should have at least three expert pistol shots and a half-dozen or so sharp shooters. From the information on hand at the present writing everybody qualified, with the exception of one Warrant Officer, and he always was a better crap shooter than pistol shooter.

Thursday afternoon the officers at this Depot staged another Jack rabbit drive which was a success from every angle. There were several invited guests, including Captain Craven, Commandant of the Naval Air Station. From the talk along the side lines, everybody had good shooting and all present bagged their share. The rabbits were picked up and given to the San Diego Zoo, for feed for several baby lions, just beginning to feel the need of a little fresh meat.

Major H. H. Arnold, Commanding Officer of the Rockwell Air Intermediate Depot had the painful misfortune of getting his forefinger on the right hand caught in the working parts of a buzz-saw last Sunday, and although the injury has been painful, the Major stepped out and qualified as Sharp-shooter on the range during the Annual Pistol Course, held during the week, using his left hand, the right being in a sling. Now this may not sound very big to the casual reader of the News Letter, but if any of you birds think there is nothing to this left-handed shooting, just step out with a Colts 45 and try to score on the 15-25-50 Yard L Target and 25 and 50 Yard Bobbing Target and see what you get. The Major only lacked 8 points of qualifying as Expert Pistol Shot.

The following clipping was taken from the San Diego Union December 5th

"In response to numerous requests from the boys at Camp Kearney the Thearle Music Company has obtained Miss Agnes Casey, contralto soloist for tonight's concert for KDPT, the Union-Tribune-Southern Electrical radio station.

Miss Casey has sung with marked success from several of the large northern broadcasting stations and was heard from KDPT several months ago. Tonight she will be accompanied by Miss Ella Miller.

The following program will open promptly at 7 o'clock:

"By the Waters of Minnetonka"

"Pale Moon"

"From the Land of the Sky Blue Water"

"Morning"

"The Nightingale has a Lyre of Gold."

The above is of great interest to the members of the Air Service, as Miss Casey is employed at this Depot in the capacity of Order Clerk in the Supply Department and her singing has attracted much attention among the leading vocal artists in San Diego.

Information Division  
Air Service

January 19, 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 January 22, 1924.

THE U. S. AIR SERVICE RESERVE OF SOUTHERN CALIFORNIA X

On account of the great expenditure of money and the large loss of personnel in the recent National Emergency, due to the lack of trained Air Service pilots, the Government considered it expedient to establish a number of flying fields throughout the country for the purpose of maintaining a nucleus of qualified, trained air personnel in time of peace. It has provided certain flying equipment, hangars, mechanics for maintenance, and a commanding officer and flight surgeon of the Regular Army to carry out this training. The large number of Air Service war-time officers, who now hold reserve commissions, are assigned to the various districts throughout the country.

In conjunction with this training of the organized reserve, a new experiment is being made in the way of sponsoring legitimate civilian aviation throughout the country by allowing responsible civilian pilots to maintain hangars and operate from these Government fields, under the supervision and control of the Air Service and an authorized permit from the War Department. Such civilian concerns are required to render a monthly report of their activities to the War Department, and are subject to monthly inspections of their equipment by the officer in charge of the airdrome.

Clover Field, located at Santa Monica, Calif., in command of Lieut. C.C. Moseley, A.S., is the first of such fields to be placed in active operation. It is an excellent flying field, about half a mile square, and is leased to the government by the City of Santa Monica for \$1.00 per year. The city is compensated in a measure by the income from the pieces of ground leased to the civilian aeronautical concerns operating therefrom. Clover Field is named for Lieut. Greayer Clover, A.S., who was killed in an airplane crash in France during the war. Lieut. Clover was a prominent citizen and athlete of Southern California.

It will be interesting to note the enthusiasm and cooperation of the reserve Air Service officers in Southern California in the assistance they rendered to place Clover Field on an efficient working basis. For instance, the War Department, due to lack of appropriations, is able to provide only for the actual equipment required for this training, i.e., two steel hangars, nine JN6HGI Curtiss airplanes, and one DH4B for the use of the commanding officer. No provision is made for a headquarters building, or for a hospital building for the flight surgeon in which to conduct examinations and give first aid treatment in case of accident. No personnel is provided, except the limited number of mechanics for maintaining the airplanes, and one night watchman at a salary of \$100 per month. However, through the efforts of the commanding officer and the reserve officers, scrap lumber was obtained from Ross Field, Arcadia, and a headquarters and medical building was erected at Clover Field entirely by the reserve officers themselves. Although a tremendous amount of paper work is required of a field of this nature, no clerk is allowed and, after months of struggling along, a man was finally secured who was familiar with army paper work and who was willing to stay at the field at night and care for the clerical work of the post during the day.

Clover Field was formally dedicated on April 15, 1923, and this date marked the completion of the organization of the field and the opening of actual training operations. This field was particularly fortunate in being able to have Major General Mason M. Patrick, Chief of Air Service, present on that day. General Patrick made the dedicatory address and the field was formally presented to the government by the Mayor of Santa Monica. A total of seventy-two airplanes flew in and out of the field during the day and participated in the exercises. Visiting ships from Rockwell and Crissy Fields were among those present.

There are at present approximately 380 reserve Air Service officers attached to Clover Field, a considerable percentage of whom take active part in the training operations. Since April 15, 1923, Clover Field has accumulated over 1,000 hours of flying, the number of flights participated in having reached approximately 3300. When it is realized that all these reserve officers are engaged in business

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and are scattered all over southern California, it is believed these statistics are very creditable.

There are two completely organized squadrons, one Pursuit and one Observation, of 25 officers each, and the enlisted personnel to complete these squadrons is rapidly being recruited. Actual war time tactics are practiced. Battle formations are a regular thing. Under recent authorization, regular weekly cross-country formations of from three to seven planes each have been made to San Diego and return. The distance between these two points is about 130 miles. The entire contingent of airplanes from Clover Field recently made a cross-country formation flight to San Francisco to attend the American Legion Convention. This flight was made in one day, with three stops enroute for refuelling. The majority of these officers had never made a cross-country of this length and, since the distance is over 500 miles and they were required to land in strange fields enroute, it is believed that this can be considered an achievement for these reserve officers, particularly due to the fact that JN airplanes are hardly ideal equipment for long cross-country flights. On Air Service Day at the American Legion Convention, a 15-plane formation of JN airplanes, piloted by reserve officers of Northern and Southern California, and led by the Commanding Officer of Clover Field in a DH4B, flew low over the city of San Francisco and the Bay, and received commendation from the Legion and the newspapers, as well as from the Assistant Chief of Air Service, General William Mitchell, who was present at the Convention. General Mitchell also commended the reserve officers of Clover Field for their cross-country flight, which he considered epochal for reserve pilots with that type of equipment. The majority of these officers had not flown since the war prior to the opening of Clover Field. General Mitchell stated that he would recommend that more up-to-date service equipment be sent to this field for their use. After remaining in San Francisco for one week throughout the Convention, the Clover Field formation made its return flight to its home station also in one day.

Numerous cross-country flights have been made from time to time to nearby points, and recently to Seattle, Washington, by the Commanding Officer, accompanied by a reserve officer who photographed landing fields enroute and at these various points. No appropriation is allowed for photographic equipment, but this reserve officer makes these pictures entirely at his own expense. An interesting collection of photographs of landing fields on the Pacific Coast and of various points en route is on exhibition at the headquarters building at Clover Field.

An exceedingly high esprit de corps is evident in the reserve organization at Clover Field. Whole hearted cooperation and assistance is rendered at all times. A Reserve Officers' Club was recently formed by the active members of the various squadrons, and a board of officers elected. Lieut. Carleton W. Christian was elected president. This club was formed for the purpose of promoting morale and promulgating the project of maintaining an organized, trained reserve for the Air Service. Through various channels open to the different members they are able to assist in the effort to obtain bigger appropriations and better equipment for the vital matter of training our pilots in time of peace.

Clover Field is the stopping point between San Francisco and San Diego, and on the direct air route between the northern and southern borders on the Pacific Coast. It has an average of two or more visiting airplanes each day of both the Army and the Navy. The new Douglas Around-the-World Cruiser was tested at Clover Field by Lieut. Erik H. Nelson recently, and took off from here on its cross-country flight to Dayton, Ohio. Much interest was also aroused recently among the reserve officers and residents of Southern California by the presence of the Martin Bomber which was flown across the country from Langley Field, Va., by Lieuts. J.F. Whiteley and H.D. Smith. Reserve officers were taken for flights in the Bomber, and it was on exhibition for several days before great crowds who visited the field daily.

It is hoped that, through performance and achievement, the Air Service reserve officers at Clover Field will be able to demonstrate by concrete example the value of an adequate, trained reserve for this country. With practically no funds, and with obsolete, limited equipment, great strides have already been made toward this point. It is hoped that this vital issue will soon be self-evident. With a comparatively small increase in appropriations for the operation and efficient maintenance of such reserve fields, and some up-to-date service types of airplanes placed at the disposal of reserve Air Service officers, the United States of America will have at its instant command in case of a national emergen-

cy, an adequate, trained, efficient nucleus of an Air Force which will not only be capable and ready for instant action, but which will contain a force of capable organizers who can be placed in charge all over the country of the organization and training of new Air Service recruits. Instead of the tremendous sums of money necessary to be expended, and the large loss of life which must come to an unprepared nation which must mobilize on short notice, the tax payers of this country will be protected not only with a prepared military air force, but from the necessity of expending enormous sums of money at such a time. By the appropriation of nominal, regular amounts to the training and maintenance of an organized reserve, this country will not only be safely protected, but such a project would be of great economic value and greatly reduce the cost of war.

#### ARMY PILOT FLIES OVER SCENE OF FIRST AIRPLANE FLIGHT

Lieut. Guy Kirksey, Air Service, piloting a DH4B-P1, took Mr. Ben Dixon McNeil, news reporter for the Raleigh NEWS AND OBSERVER and the NEW YORK WORLD on a flight to Kitty Hawk, N.C., to commemorate the first flight by man, made at that place by the Wright Brothers twenty years ago on December 17, 1903. They took off from Pope Field, Fort Bragg, N.C., at 9:20 a.m., and after bucking a strong northeast wind, landed at Langley Field at noon. After refueling and a brief rest, they left Langley Field at 1:00 p.m., flying down the coast to Kitty Hawk. With a strong wind blowing out of the northeast on their tail, and boosting them along at a speed of 125 miles per hour, there was quite a contrast to the first flight over the sand dunes of North Carolina twenty years ago, which lasted only fifty-nine seconds and covered a distance of 852 feet. As the plane sped over the ground a low fog bank was seen moving in over the ocean, and by the time the plane was a few miles north of the Kill Devil Life Saving Station the ground was hidden from view. After spending twenty minutes battling against the elements trying to negotiate a landing and secure some photographs, Lieut. Kirksey gave up the attempt and headed the old DH toward Langley Field, arriving there at 2:30 p.m.

#### RAIN AND THEN SOME

By our Camp Nichols Correspondent. X

Like a thunder-bolt from a clear sky it came. What came? Why, a Typhoon! Not as serious as it might possibly have been, it's true, but it shattered our hopes of getting in any more "flying time" for the week and, what's more, our hopes of seeing our baseball team win another game or two during the week end. Water almost isolated Camp Nichols from the rest of the world for a time and wind played havoc with the telephone and telegraph service, to say nothing of the damage done to the lighting system of the post which wasn't working for several hours Tuesday night. The more cheerful ones persist in believing that every cloud has a silver lining, and in quoting that portion of the Scripture which reads something to the effect that the world shall never again be destroyed by a flood. They may be right - we hope they are - but in the meantime we'll wait, which is all existing conditions enable us to do and we shall doubtless see what we shall see of rain, there's some doubt in the minds of our new arrivals in the Philippine Islands as to the veracity of the Noah's Ark story, as we only had 28 inches of rain during the past week, and our flying field could more readily be classified as a seaport or seaplane anchorage.

#### YOU CAN'T BEAT THE DUTCH

Local readers of the NEWS LETTER no doubt recall that catchy little ditty which the Iowa delegation of Shriners kept dinning into our ears during the Shrine Convention here last June about "Ioway, that's where the tall corn grows". We are reminded about this on receiving the following contribution from our Rockwell Field Correspondent, which would indicate that Iowa can boast of other things besides tall corn:

"This world is full of ambitious young men who aspire to make a career along the lines of aviation, and often the Commanding Officer receives letters from these young birds asking for information regarding the possibilities of becoming flyers in the Air Service. Now and then a letter drifts in on the morning mail which, from the handwriting and general appearance, would tax the imagi-

nation of a Philadelphia lawyer to figure out just what kind of an Air Service man the writer would make. So for example, just cast your eagle eye over the following letter received from a healthy young man from Iowa:

'Dear Sir:

I hope you'll excuse me. I write to you, but I don't know anybody in America because I just came here three months ago from Holland and can't speak English good.

In Holland I have been by the Army Air Service and learned to fly. Only I can't landing yet.

Now I would ask you, is there a chance to come by any kind of Air Service in America. It is me all the same or it is in the Army or for mail service or otherones.

I hope you can give me some information about this and how to come there.

I understand the English really good but I can't speak or write it so I guess I have make a lot of mistakes in writing and style and I hope you'll excuse me that.

I am twenty-two years old and awfull healthy, not nervous and afraid for nothing."

If you'll ask our opinion about it, we think this healthy young man is doing exceptionally well considering that, if what he says is true, he has only been three months in this country.

#### MONTY'S FIRST FLIGHT.

Here's a contribution from our Correspondent at Clark Field, Pampanga, P.I., giving in the words of Private Montgomery, Q.M.C., the experience of that soldier on his first airplane flight, viz:

"Dis mornin when I woke up I felt pretty lucky so I drifted towards de air survice hoping I might get a chance to go up. On my arrival there I proached a Lieutenant by de name of Wilson - (Dey call him Dynamite) and asked him if I could take a hop with him - he seemed quite willin so I begun to get suspicious. Any way I'd dun asked him so I wouldn't back down. We crawled in de plane, I got on my belt and de way we go. I was standing up and enjoying myself imensily until dat Lieutenant looked back and grinned - den I knowd something was going to happen. Sho nuf it did, I looked at the altimeter and she read 6000 feet den I saw the Lieutenant stretch out dat left foot of his - I lost all sense of direction cause the ground and sky seem to change direction. I didn't mind when he would move the stick around providing he didn't use both at once. It seem to me his left leg was longer than de udder cause he would always stretch dat one out more often dan de right leg, when he did this I would always lean de opposite direction and tried to bring the plane back level but it wouldn't work. I was forced to look down at the ground and pretty soon I saw the Bamboo Special coming right towards us and the fus thing I knowd we was nose down and going like h--l - I felt my stomach come up to my neck and I began to swallow and thought I would sit down but that did no good a tall, I started to catch my bref in jerks so I said to myself, two bits I come, and sho-nuf I did, I was getting pretty anxious to get one foot on land and swore that when I did I would never take another visit to the Angels. I retched over and tapped the Lieutenant on the shoulder and motioned down, we then started for the ground on our way down it was pretty steep and I felt sick all over again, pretty soon I felt the wheels touch the ground and at once was ready to jump out and says to myself 'thank God' but before I got de words out of my mouth we were off again and doing another one of those left foot side ways flying. We didn't go far this time and soon landed and drove up to the hangar - by the way doing all dis thirty minutes I was up in de air I had no helmet or goggles and ever minute I thought my skin was going to leave my face.

When we got to the hangar de Lieutenant was out and gone before I got my belt off, he knew I had been sick but from the way he acted I think he was kinda suspicious and 'was afraid to make further investigations so he beat it with that same grin on his face. It makes me think of that miserable feeling and de sickness to talk any more about this experiance, so all I says is Lord never again."

#### ACCOMPLISHMENTS OF ROCKWELL FIELD DURING THE YEAR 1923

The following Holiday Greetings were issued by the Commanding Officer of the

Rockwell Air Intermediate Depot, Coronado, Calif., to the entire personnel at that Depot:

"As the end of the year 1923 draws near the Rockwell Air Intermediate Depot finds itself in a position which might be envied by any other Depot in the Air Service. In spite of handicaps under which we all labored, such as decrease in personnel, limited appropriations and inadequate supplies during the year that has passed, a large amount of constructive work has been finished which has brought us to the notice of not only the United States but the entire world.

The engines and airplanes which are being turned out by the Depot are recognized throughout the entire Air Service, from the Atlantic to the Pacific, and in the Philippines and Hawaii, as being the equal, if not the best, of any turned out for Army Air Service use. Pilots from other fields and other parts of the United States after being furnished with airplanes produced from this Depot have been unrestrained in their praise for the airplanes in regard to their reliability and good flying qualities.

The work of the personnel here made the transcontinental flight of the T-2 possible. In spite of the fact that we have only a small number of pilots the cooperation of all the personnel at the field made it possible for two of our officers to go into the air and when they had landed after remaining in the air for 37 hours and 15 minutes, created three new world's records for speed and endurance and broke five world's records for speed, duration and distance. This cooperation together with such inconveniences as overtime work also made it possible for the same two pilots to make a non-stop flight from the Canadian Border to the Mexican Border in the unprecedented time of 12 hours and 13 minutes for a distance of 1250 miles. In performing the two aforementioned flights, Rockwell Field presented to the world a new mode of replenishing gasoline and oil supply of an airplane while in flight. While the great benefits to be derived from refueling in the air are probably unappreciated at this time by many people in aviation circles, it can only be a matter of a few years until the pioneer refueling work done at this station will be the basis for operating airplanes on long cross-country flights whenever it is needed to carry great loads or carry materiel or personnel to greater distances than the capacity the gas and oil tanks will permit.

As stated above, these things were done in spite of the handicaps under which we labored and were only possible by everyone working at the Depot cooperating to the fullest extent and giving their utmost support to all projects under way, loyalty to their superiors and strict compliance with instructions received regardless of whether or not the individual himself believed such instructions to be the best possible under the circumstances. Our successes during the past year are such that we should all be proud of them and by carrying on during the coming year in the same manner as we have during the past, 1924 will see us just as proud of being a member of the Rockwell Field organization as we are in 1923.

I desire to thank each and every one for his assistance during the past year and extend to all my most sincere wishes for a pleasant holiday season and happiness and success during the coming year."

#### FREE BALLOON FLIES BACK HOME

By our McCook Field Correspondent

There is a fascination in the contemplation of a free balloon flight. A gipsy of the air, the balloon starts out, journeying where the winds carry it, without the responsibility of time to be met or goal to be made. It lands when and where it pleases and there, metaphorically, makes camp, its journey ended. To get it anywhere in particular, especially back to its starting place, is so far from the spirit of the thing, not to mention so near the impossible, that the flight recently made under the direction of the Lighter-than-Air Section, McCook Field, is branded as unique indeed.

On this flight, a 35,000 cubic foot spherical balloon weighed off from Wilbur Wright Field at 9:15 a.m., landing not 25 feet from its starting place, four hours and thirty five minutes later. The wind-aloft data furnished before the flight indicated a 10-mile ground wind from the N.E., the direction of the wind changing clockwise with altitude from E.N.E. at 1,000 feet; E. at 1,500 feet; S. at 2,000 feet; S.W. at 2,500 feet; W. at 3,500 feet; to W.S.W. at 7,000 feet, and aloft, the intensity increasing gradually upwards to 35 miles at 7,000 feet.

Captain Wm. B. Mayer, Lieuts. I. A. Koenig and R. E. Robillard, and Sergeant W. J. Bennett formed the crew which stepped into the sand-weighted basket and took up the task of sifting off the sand from the bags with a scoop to the nice point

of lightness where the balloon could lift itself into the air. Each of the crew was provided with parachutes, in conformance with the recent orders requiring them on free balloon flights - another unique feature of the flight, for this was the first instance of their use for such an occasion. Ordinarily, in case of accident or bursting, the balloon would form its own parachute. The fabric sucked up into the top of the net would effectually retard the progress down. But this would not hold in case of fire<sup>or</sup> of the balloon being struck by lightning, and it is to guard against the flyer being trapped in the air with no ghost of a chance at a safe escape, under such conditions, that the parachute has been required. Two airplane standard seat type parachutes were taken, the other two being of a special type prepared by the Equipment Section, McCook Field, for this trip. These latter weighed twelve pounds each against the seventeen pounds of the standard airplane type, and were suspended in the rigging. The seat type parachute proves awkward for balloon wear, hampering the movements of the flyer about the basket, and development of a standard free balloon type parachute will be undertaken without delay.

The day was cloudy and cold, the altitude being controlled by ballast, since there was no expansion due to the heat of the sun. The balloon traveled at an altitude of 1,000 feet in a W.S.W. direction for about 35 miles. "At this time," said Captain Mayer, "we were three miles S.W. of West Alexandria, Ohio. We then decided to try the wind-aloft in order to return to Fairfield, which seemed possible from our meteorological report. As we ascended the balloon described a complete semi-circle in a clockwise direction around West Alexandria, and at 6,700 feet was headed for Fairfield from a point 3 miles East of West Alexandria.

"The homeward journey practically paralleled the outward course, and we maintained this altitude in passing over Fairfield. We flew about 3 miles N.E. of Fairfield before descending in order to take advantage of the N.E. wind at the lower altitude. On descending, the balloon took up a counter-clockwise direction, and at 500 feet we were headed for the field. We took an easy glide into the waiting hands of our landing party and effected a landing within 25 feet of our starting point."

We can imagine the landing party being not a little surprised at seeing the traveler, which they have usually received back home folded and crated, showing such boomerang characteristics. Eighty miles were covered on the flight, the success of which Captain Mayer attributes to the excellent wind-aloft data which they were able to obtain.

#### AIRPLANE SUCCEEDS IN BOLL WEEVIL CAMPAIGN

The "Official Record", published by the U.S. Department of Agriculture, states in a recent issue that the dusting of cotton from the air has given profitable returns in recent tests. Incidentally, a statement is noted in another issue of this publication to the effect that the cotton boll weevil is responsible for the greatest economic disturbance in this country in recent years; that all but 4.01 percent of the cotton crop now produced in this country is in territory infested with the boll weevil; that tests conducted on more than 1,000 farms scattered throughout the Cotton Belt have shown that by proper dusting of the fields with calcium arsenate 96 percent of the farmers were able to control the weevil so as to make the crop profitable.

When it is considered that cotton can be dusted very much more effectively and economically by airplane than by any other means, the value of the airplane as an economic factor in the cotton production of this country can be readily appreciated: The "Official Record" goes on to say:

"Attacking the boll weevil from the air has been proven a successful means of combating this most destructive enemy of the South's greatest crop, according to the Bureau of Entomology. Scores of different methods and materials have been devised and recommended for putting a stop to the depredations of the boll weevil, but according to the results obtained calcium arsenate in the form of dust is the most effective poison for this and a number of other cotton insects, and a specially equipped plane is the most effective means for applying it to the fields.

B.R. Coad, in charge of the department station at Tallulah, La., spent the past week in Washington and brought to light many features of the work during the past summer. In a comparison made on adjacent plantations the ones dusted with calcium arsenate by airplane showed an increase of 750 pounds per acre of seed cotton over fields not treated. Although the cost of dusting with the use of the

planes, which were supplied and manned by the Air Service of the United States Army, is not definitely known, it is estimated to be about \$5 per acre. At present prices of cotton the gain from dusting was over \$75 an acre.

The tests being carried on by the department are designed to bring out information of many phases of the problem of cotton insect control. During the summer the treatment covered 3,000 acres. On one plantation the fields were unobstructed by buildings and trees, and on the other the fields were broken up by woods, barns and cabins. Both of the plantations were heavily infested with the boll weevil and the cotton leaf worm. Applications of the poison dust were made whenever the conditions of the cotton seemed to indicate the necessity for treatment.

During the experiments some important fundamental facts have been brought out concerning the application of dust. When dusting the plants to kill insects was first practiced on a large scale it was found necessary to do the work at night, when the moisture on the leaves would cause the dust particles to stick. It was soon found, however, that dust applied by the airplane in the daytime would stick to the plants and that a pound of the material would go much farther than when applied by other means and when the leaves were damp.

Investigation had led experimenters to believe that the better effect with the plane is gained because the particles of powder are highly charged with positive electricity, while the plants carry a negative charge. Since opposite charges attract, the charged dust settling toward the earth or blown that way by the swift currents of air from the plane is drawn into close contact with the plant and held there. The charge of electricity on the dust is thought to be produced by the friction of the plane with the air and the friction of the dust particles with the air current, which has a speed of 125 to 135 miles an hour. With this information regarding the charging of dust particles, department workers are now making efforts to produce the same sticking qualities in the dust applied by other machines so that all dusting work can be done in the daylight and the same results obtained with less material per acre. At the southern station the ground machines are being equipped with high-frequency and high voltage generators to determine if the dust can be charged in this way instead of by friction which is incidental to the operation of the plane.

Greater success in the use of the plane in fighting the boll weevil will come when a machine is developed especially adapted to the work, according to department people. What is needed is to do away with speed in planes and build machines for maximum efficiency at intermediate speed, but with power to rise quickly to avoid obstructions. The planes now in use have a landing speed of about 75 miles an hour. It is thought desirable in view of past experiments to have a machine with a traveling speed of 50 to 60 miles and a landing speed of 20 to 25 miles."

#### HANK GETS THE LOW DOWN ON KELLY FIELD HAPPENINGS

Dear Old Hank:

For the first time since memory runneth not to the contrary, the Rosy Nose Club of which you were a charter member was wrecked pay day, and ice water went begging and the mournful strains of the morning after the night before could be heard, "Aspirin, Oh Aspirin," how my head aches for you. But like all heroes who bled for their country in time of war, we too are patriots to a cause on that all absorbing topic called liquid refreshment. Always thirsty, eh Hank?

Well Hank I got the Hebrew Condola fixed up again, and, you wouldn't know it. Yep, It's a Lincoln Baby, and I don't mean maybe. Speed, that's me, eh Hank?

Big boy/Hay got a birthday cake from Plugtown, Ky., last week and him and the cake got lit up that night, I mean the cake, not Hay, in honor of his birthday.

Well Hank, your old friend Captain Giffin gave us a visit last week and by the way of reminiscence he inquired if you still shoot letter carriers in your town for Confederate soldiers. Now don't get riled Hank.

You know Hank, its getting pretty near quitting time for Baldie Sauers and we asked him the other day what he thought of father time and women and he wised us up a bit by telling us that when a man gets to the age when his hair is trying to decide whether it will turn gray or leave him entirely, he can be made to swallow flattery like a hungry cat eats liver. And that ain't all; when the women start to boasting of your ruddy complexion and your 29 years service, beware recruit, beware. We told him Hank that some where we once heard of a girl with

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big eyes by the name of Cleopatra who made a fellow by the name of Nero lay his fiddle down for the same darn thing.

Well Hank, Lt. DeFord and Lt. Dunton have been ordered to the Islands or the land of Monana. Lieutenant DeFord was telling the Adjutant the only thing he dreads going over there is that he will have to learn how to chew bottle-nut. Lieut. Peck told him he ought to be tickled to death; suppose they learned you how to ride a bicycle or dip snuff what then hey? Same old bunch, eh Hank.

Hank, I got to tell you about the farewell party given to Captain Bermann. After all the eats were over, they put on a vaudeville stunt called "Faith, Hope and Charity". Lieut. Aldworth acted as Faith, and was dressed in a spiked-tailed coat, plug hat, clay pipe, with ornaments of tar roofing and a selection from a feather bed, and a door mat hung around his neck with the words "Welcome" on it. Lieut. Strickland acted as Hope, and wore a pair of issue suspenders, a hectic flush and ear ornaments with A.S. on each side. Lieut. Peck acted as Charity and was dressed in a gunny sack cut on the bias, which was draped with ashes of sage brush (whatever that was) and a pair of hobnail shoes. The act ended with a butterfly dance by all three of them. Hank you should have seen that dance. As the party broke up, Mr. Witt and his famous umpa band played their latest thirst quencher entitled, "Oh, I wish we had some of the 'foam' we used to blow away". You missed that's all.

Speaking of rare birds you got to hand it to Mess Sergeants when it comes to feeding men. Just last week I asked Caywood, "why is it you never put shredded wheat on the table any more and he replied, "every time I used to feed them that they would give me the horse laugh". That's the same bird that told Captain Guidera that he never washed his fish before frying it, as it was a waste of time and what's more they didn't need it, cause they had lived in water all their life anyway. Rare judgment eh Hank.

Coupe Mayes was put in the hoosecow again this time for being on the streets after 8:00 p.m., without his tail light burning. I suppose he refers to his car, eh Hank?

Well Hank as supper is ready and I got to wash my neck, I will close as ever

SHYLOCK.

P.S. You ask me Hank if I am fond of codfish balls? The fact is, I don't know, I never attended any.

#### FLYING TIME BY RESERVE OFFICERS

The following table indicates flying time by Reserve officers for the month of November, 1923, at Air Service Fields:

<u>Fields</u>	<u>Hours</u>	<u>Minutes</u>
Chanute Field, Ill.	6	20
Crissy Field, Calif.	82	30
Kelly Field, Texas	13	55
Langley Field, Va.	5	10
Mitchel Field, N.Y.	40	5
Phillips Field, Aberdeen, Md.	20	10
Rockwell Field, Calif.	22	0
Selfridge Field, Mich.	35	35
<u>Airdromes</u>		
Boston Airport	35	5
Bowman Field, Ky. (Louisville)	22	56
Norton Field, Columbus, Ohio	29	55
Richards Field, Kansas City, Mo.	57	40
Salt Lake City Airdrome, Utah	23	35
Schoen Field, Ft. Benjamin Harrison, Ind.	85	30
Total	490	26

#### DEATH OF CAPTAIN HAROLD E. STURCKEN

Brooks Field was thrown into deep gloom on Tuesday morning, December 18th, when word came that a plane had fallen near Pendleton, Texas, both occupants being killed. Investigation showed the plane to be the one flown by Captain Harold E. Sturcken and Sergeant Cyril E. Ryals, who were on a cross-country trip to Dallas, Texas. The day was not very good for flying, but Captain Sturcken had been over

the route several times, and felt no hesitancy about taking off, and it is quite probable that he ran into worse weather near the scene of his crash. The following day Major Royce and Lieutenants Broene, Corkille and Haddon, in two DeH's flew to Temple and investigated the accident. Investigation showed that Captain Sturcken was flying about thirty feet from the ground over a large cotton patch about a mile across, and that near the middle of the field he hit the only tree within a mile of the spot, cutting off the top third of the tree. About 100 yards further marks showed the plane to have hit the ground, the landing gear going into the soft mud over the axle, and the plane doing a complete flip in the air, landing about 100 yards further where it burned. Captain Sturcken's funeral was held on the morning of December 20th, the body being taken to Kennedy, Texas, for burial. The funeral of Sergeant Ryals was held Wednesday afternoon, the body being taken to Glenwood, Ga.

Captain Sturcken was one of the most valuable officers on duty at Brooks Field, being in command of the 47th School Squadron and Officer in Charge of Consolidated Mess. His work has always been of the very highest character, and every one who knew him deeply felt the loss of a very fine friend and a loyal soldier. The Field also feels the loss of Sergeant Ryals, who was on duty under Captain Sturcken as Assistant Mess Sergeant in the Consolidated Mess.

Captain Sturcken for a number of months early in the year 1920 was on duty in the Information Division, Office of the Chief of Air Service. We echo the sentiments of our Brooks Field Correspondent with reference to Captain Sturcken's character and his efficiency as an officer.

We extend our sincere condolences to the bereaved family of the deceased.

#### WILBER FAGLEY FIELD IS STILL ON DECK ✓

There seems to be a general impression throughout the Air Service, according to our Correspondent from Wilber Fagley Field, Kokomo, Ind., that the services at that field has been discontinued, due to the dissolution of the commercial aviation company which has shared the field with the 113th Observation Squadron, Air Service, Indiana National Guard. Such is not the case, as there are still five permanent duty men on service at the field 24 hours per day, ready to offer service in any form to visiting pilots. The quality of this service is well known to the many pilots who have visited the field, and will be continued.

Improvements in the government equipment are still going forward at the field, and new fire fighting equipment, in the form of a chemical truck mounted on a Ford chassis will be added to its equipment. This truck will have two 4-gal. chemical tanks, and all necessary emergency equipment. With the ambulance, this will give the field emergency equipment fully as complete and of as good quality as that at many Regular Army fields.

#### HAWAIIAN FLYERS MAKE RECORD NEWS DELIVERY AT MAUI FAIR ✓ By 1st Lt. J.M. McCulloch, Air Service.

The inhabitants of the Hawaiian Islands were recently given their first real taste of an inter-island aerial mail service when the Fifth Composite Group, stationed at Luke Field, inaugurated a daily service between the Island of Oahu and Maui, a distance of 100 miles.

The occasion was the annual county fair on the Island of Maui. The Air Service trap team, consisting of Captain Kirkpatrick and Lieuts. Rogers, Schramm and Williams had made early arrangements to attend the fair and contest the island trap shooting title, held by the Maui shooters. The plan of attendance of the trap team was elaborated on in conjunction with the Honolulu ADVERTISER, and the result was a daily newspaper service to the Island of Maui and daily news copy and photographic prints from Maui to the ADVERTISER.

At 6:00 a.m. a fast car brought several thousand copies of the ADVERTISER to the parade grounds at Fort Kamohaha, Luke Field being on an Island. Two planes hopped off from Luke Field to Fort Kamohaha, picked up the papers and returned to Luke Field, where they were loaded into the cockpits of the Maui flight. Eighty minutes later, flying against the trade winds, the papers were delivered in Maui.

The return flight left Maui at 3:00 p.m. The journey to Oahu required sixty minutes. The copy and plates were rushed to the ADVERTISER office, and the following morning the papers contained the stories and pictures and were ready for

another delivery to Maui.

The sale of newspapers on the date of publication created a great deal of interest and comment on the island. Everyone realized that the time was not far off when this could be expected as a matter of course rather than an unusual incident.

During the four days of the fair almost every pilot in the Group visited Maui. A total of thirty-eight flights were made. The fair management supplied the Air Service pilots with a large bungalow on the beach, two Korean cooks, plenty of "kau-kau", taxi service day and night and passes to all races and amusements. The enlisted men were likewise taken care of with lodging, three meals a day, taxi service and tickets.

The Air Service trap team lost by twenty-four targets. Another shoot is scheduled in the near future, and we then expect to turn the tables.

#### DESTROYING LOCUSTS IS GOOD, BUT GRASSHOPPERS . . . !

As mentioned in previous issues of the NEWS LETTER, effective work has been done in Mindoro, Philippines, by the Locust Patrol from Camp Nichols, Rizal, P.I. Our Correspondent states that word reaches him to the effect that the native population in that section of the country are complaining because the grasshoppers have all been annihilated, and as a result their food supply has been cut. Oh, yes indeed, 'tis said by those we know who have partaken of it, that the grasshopper is a very delicious morsel. We know not personally and we doubt very much that you will ever be able to prove it by us.

#### A CORRECTION

In the issue of the NEWS LETTER of November 22nd last, there appeared a paragraph to the effect that 41% of all flying performed by the Air Service during July, 1923, was in ships rebuilt or overhauled at the San Antonio Air Intermediate Depot.

Exception to this statement was taken by another depot of the Army Air Service, and upon taking the matter up with the San Antonio Air Intermediate Depot a re-check of the figures revealed the fact that an error in calculation was made. In arriving at the percentage of 41, although the flying time of the 10th School Group (Kelly Field) amounting to 99,030 minutes, was added to the time flown by ships at stations serviced by the San Antonio Air Intermediate Depot, it was not added to the total figure of 477,523 minutes covering the flying at all Air Service fields during July. Adding the 99,030 minutes to the 477,523 minutes, making a total of 576,553 minutes, and dividing this figure into 198,525 (total flying time of stations using ships serviced by the San Antonio Air Intermediate Depot) gives a percentage of 34.4, which is the correct figure.

## NOTES FROM AIR SERVICE FIELDS

Kelly Field, San Antonio, Texas, December 15.

### TENTH SCHOOL GROUP

40th SCHOOL SQUADRON: Four Martins made a cross-country to Ellington Field, Houston, Texas, on the 8th, returning on the ninth. Three Martins that were already in Houston joined the formation on the return trip, making a total of seven planes.

Continuous rains have made flying impossible at this station in the past few days, although it has been heard that they might equip all the planes with pontoons and mud skids in order that a good landing could be made.

Lt. Canfield, accompanied by Lt. Umstead of Brooks Field, made a cross-country trip to Ft. Worth in a DH on the 8th, returning the 9th. A basketball team has been organized and the men are taking considerable interest in the game; plenty of fight and "pep" has been exhibited in spite of the fact that a defeat was handed them in their first practice game.

FORTY-FIRST SCHOOL SQUADRON: Despite the fact that operations have been seriously hampered during the past week by inclement weather, a number of comparatively successful cross-country flights were made in planes of this organization on Dec. 7th, 8th, 9th and 10th.

Major Duty and Lt. Spry took off for El Paso on the afternoon of the 7th, returning to this station the 9th, reporting a rather pleasant but uneventful trip. Cadet McArthur flew to Dallas the 7th, sketching and photographing the landing field at that point the following day. The return was started on the 9th but strong head winds were encountered soon after leaving Dallas, thus slowing down their pace to such an extent that an early dusk, caused by low rain laden clouds, found them immediately over Austin and badly in need of fuel. A landing was made there and it was not considered advisable to continue the return flight that night, in view of the weather conditions and lateness of the hour, hence they remained over night and the return to this station was made the following morning thru a fine mist and rain which was encountered soon after leaving Austin.

Cadet Priestly, with Pvt. Chism, flew to Ft. Sill, Oklahoma, the 8th. The return was attempted the following morning, but was rather slow on account of the strong winds and rain. When over Hutto, Texas, they were forced down by rain into a pasture, which could not be considered as an ideal landing field, but served the purpose well, for the ship, after bouncing around a little, settled down none the worse for it, except that its feathers were slightly ruffled from the wind and rain. After a rather uncomfortable night, during which the airplane was used for a wind brake, bed and part shelter from the driving rain, the return was made without mishap.

FORTY-SECOND SCHOOL SQUADRON: Flying for the last week was suspended to some extent, due to the extremely rainy weather. A total of fifty hours and five minutes was the flying time for planes in this squadron during the week ending Dec. 14, 1923. This time includes a cross-country flight to Ft. Worth, Texas, and return by Major Westover and Lieut. Burt, on December 8th.

Several members of the organization participated in a series of elimination boxing contests held at the Post Chapel. An unusual amount of extraordinary talent has been shown by the men entered.

FORTY-THIRD SCHOOL SQUADRON: Flying for the week consisted of: Test and training in SE5A's, SPAD's, DH-4B's and MB-3A's; transition and formation in SE-5's, MB-3A's and SPAD's. The students practiced dropping of parachutes at targets from Sperry Messengers. One cross country flight to Brooks Field and return in Sperry Messenger was made. All of the students and their instructors left by airplane for Ellington Field Saturday for target practice. This course is supposed to last ten days, but on account of the rainy weather it looks as if they will be there much longer. The following types of planes were taken to Ellington Field: SE-5A's, MB-3A's, DH-4B's, and NBS-1's.

SIXTY-EIGHTH SERVICE SQUADRON: The motor overhaul department completed the test of one Liberty and one Wright engine. The Liberty Engine was assigned to the

42d squadron. A total of five Liberty engines were assigned to various squadrons. Two planes left the Aero Repair for the line. They showed good test. The Aero Repair is now repairing four DH-4B's and one SE-5.

### THIRD ATTACK GROUP.

**NINETIETH ATTACK SQUADRON:** During the past week this organization has devoted most of the time to cleaning up and overhauling planes and engines. Due to the inclement weather, very little flying has been done. In preparation for the night flying schedule outlined by the Group Operations Officer, we have equipped two planes with navigation lights and landing flares.

**TWENTY-SIXTH ATTACK SQUADRON:** On December 10th, the Officers of this squadron participated in a formation for bombing practice with high explosives. Three planes equipped for bombing were used. Due to the inclement weather during the remainder of the week, no flying was indulged in and all men on duty in the hangars were busily engaged in cleaning planes and engines and repairing minor deficiencies in same. This organization received orders to transfer to Langley Field one of the airplanes, type DH-4B, at present carried on the papers of this squadron.

Lt. R. H. Clark, who has been Engineering and Operations Officer of this organization for the past year, was assigned to the 13th Attack squadron.

**SIXTIETH SERVICE SQUADRON:** Staff Sgt. T. W. Richards, of this organization, was sent to Muskogee, Okla. on detached service, where he will take care of the Airways Planes on their way to and from Scott Field, Ill. This organization's basket ball team played the first game of the season with South San Antonio, December 7th, defeating them 17 to 7.

The organization received 31 new men during the last week bringing the squadron strength up to 172.

**EIGHTH ATTACK SQUADRON:** Flying operations within this organization were curtailed during the period December 7th to 13th, by inclement weather. Lieut. H.G. Crocker proceeded on the 10th on the fourth Airway Flight, covering the air route from this station to St. Louis, via Kansas City, Mo.

Pvt. 1/cl. Ray L. Wolf received orders to proceed by air to Dallas, Texas as soon as the weather permits for detached service at that station to establish a refilling and reservicing point there for the Model Airway Route. Lt. C. McRobinson was assigned to this organization for flying duty in connection with tactical problems only.

**THIRTEENTH ATTACK SQUADRON:** One practice formation was flown during the past week for a total duration of three hours. Captain Harvey with Lt. Clark as passenger, made a cross-country flight to Pearsall, Texas, and return, December 7th.

### Pope Field, Fort Bragg, N.C., December 20.

Lieuts. A. W. Stevens of McCook Field, and Guy Kirksey, 7th Photo Section, Wilbur Wright Field, arrived at this station on October 17, on board a very much loaded DH-4BP-1 plane. They are here on temporary duty with the Field Artillery Board, for the purpose of experimental work with the artillery firing from photographs.

Some of their work consisted of aerial photographs of paths or tracks on the ground, made by tractors of various sizes in placing guns in position. Also a series of photographs showing the various stages of camouflaging a gun position from the time the gun is first placed until the camouflage is completed.

There was so much photographic work to be done, that it was necessary to send Lieut. E. P. Gaines to McCook Field to ferry Lieut. Stevens' special photographic plane, a DH-4BP-2, down here. This plane is the same one with which Lieut. Stevens and Lieut. Macready photographed vast areas of the National Parks in the far west, and attempted to photograph the eclipse of the sun at San Diego, Calif. On the trip down here from Dayton, Ohio, Lieut. Gaines flew a straight compass course, making the flight without a stop in four hours. The course took him over Huntington and Bluefield, West Virginia, and Greensboro, North Carolina.

While here Lieut. Stevens made two trips to the New England States on photographic missions.

Lieut. G. W. Goddard, Training and War Plans Division, Office, Chief of Air

Service, was a recent visitor here to confer with the Field Artillery Board regarding the work being done by Lieuts. Stevens and Kirksey. At the same time the officers of Pope Field had the pleasure of a visit from Lieut. Wolfe of Bolling Field, who flew down to Wilmington, N.C. with Lt. Col. Hambleton, A.S., C.R.C., Baltimore, Md., as passenger. While marooned here on account of bad flying weather, Lieut. Wolfe indulged in a little quail shooting with the aid of Lieut. Holden's famous ice box pointer, Jock.

Lieut. LeRoy A. Walthall, has made numerous cross country flights to Charlotte, N.C. and on his return from the last one, reports that they were highly successful. He is going to take a thirty-day leave very soon and after January 17, 1924, he will travel in double harness. The future Mrs. Walthall, is Miss Mirian Folger. Lt. Walthall is the cross-country kid of this station, and it is hoped that his new C.O. will not be too hard on him and will give him a week end pass once in a while. He varied the monotony of his trips the other day to climb into his "Curtiss Racer" and fly to Rocky Mount and Tarboro, N.C., where he inspected proposed municipal landing fields. While in Rocky Mount he spoke before delegations of various Civic Organizations about the proposed system of airways and landing field. While on this flight, Wally was accompanied by Staff Sgt. Leonard L. Hoffman.

Lieut. Gaines, returned to this station yesterday from Washington, where he has been a sojourner while the motor in Lieut. Stevens' plane was being changed.

The flying activities at this station have been somewhat curtailed, due to the shortage of planes. At this time we have one DH-4B-1, and four Curtiss "Jennies". Orders have been received, however, for Lieut. Gaines to proceed to F.A.I.D., Dayton, Ohio, and ferry a new DH down for us. Flying has consisted of Artillery Adjustment, new methods of locating targets by photo, and testing a new range finding instrument; also photographic missions, and the usual motor, plane and radio test flights.

About a month ago, Major Geiger, Marine Corps of Quantico, Virginia, passed thru this station in a Marine DH-4B on his way to Pensacola, Florida, on a month's leave. He arrived at Pope Field last Sunday afternoon on his return to Quantico and remained over night. Shortly after Major Geiger's departure, a Navy DH-4B with Lieut. A. F. Grant, pilot and Lieut. Warner, passenger, arrived from Pensacola enroute to Washington. Lieut. Grant passed thru this date on his return to Pensacola.

#### Clark Field, Pampanga, P.I., November 12.

Clark Field started out strong in the Pampanga League by winning against the Trade School at Bacolor 6 to 3 Saturday and beating the High School Cadets at San Fernando 15 to 7. Next week we will cross bats with Camp Stotsenburg at Stotsenburg on Saturday and will play the Provincial Government team, at San Fernando on Sunday.

Lt. John Beveridge left on Saturday for one month's detached service at Camp John Hay, Mountain Province, P.I.

On Saturday night Major and Mrs. McDonnell gave a house warming party to members of his command and a few invited guests. An orchestra from the 24th Field Artillery furnished the music and dancing was enjoyed by all and continued until the wee small hours of the morning.

#### Clark Field, Pampanga, P.I., November 18.

Clark Field twice went down in defeat playing against the unbeaten Camp Stotsenburg base ball team - 16 to 5 and 14 to 0. In the first 1st Lieut. Batten donated a perfectly good finger nail to the cause.

Formation flying in the MB-3's has been started and twenty-eight aircraft hours were put in last week.

1st Lieut. W. S. Gravely, Air Service, left Wednesday for Camp John Hay, Mountain Province, P.I., on thirty day's detached service at that station.

A typhoon crept up unawares on Saturday and is giving the country a much needed drenching and serving as a reminder of the rainy season.

#### Clark Field, Pampanga, P.I., November 30.

During the past week flying consisted of formation flights and acrobatics

in MB-3 planes. Training in above named planes is progressing very satisfactorily.

Clark Field won from the San Fernando High School Cadets Saturday - score 14 to 1. The game was called at end of five innings. Sunday Clark Field lost to San Fernando High School - score 3 to 1. The worst part of it is they only made one hit.

Second Lt. J. H. Wilson was returned to flying duty this week after being suspended temporarily for nearly three months, upon recommendation of Flight Surgeon.

#### Camp Nichols, Rizal, P.I., November 10.

Our ball team is still going strong, and, although they suffer occasional defeat, they put up a good fight, and show signs of prowess which leads us to expect great things from them this year.

The 6th Photo Section came to the front on Tuesday November 6th and received one rather young recruit. This new arrival to the section has the name of Robert E. Selff, Jr., weight 7 3/4 pounds. The above named recruit was attached to the family of 1st Lieut. Robert E. Selff, our Section Commander, for clothing rations and administration. The Section wishes are that the new arrival will be as good as his proud Dad.

Training for the 28th Bombardment Squadron is progressing according to schedule. A rainy day schedule has been introduced and is enforced on all days when weather does not permit flying. All pilots and observers, whether assigned to 28th Bombardment Squadron, or not, are taking training, and it is hoped that by January 1, 1924, there will be thirteen teams trained for accurate bombing and machine gun work.

During the week Lieut. Weddington flew up from San Jose Mindoro to report on the progress of his Locust campaign. He is having a great deal of trouble with the magneto on his JN-4D, which is seriously delaying him. The weather has been ideal for flying and a number of Photographic Missions and cross-country flights were included in the week's routine. Word comes to us also from Mindoro, testifying to the success of the DH4 Locust Annihilating Expedition at Mindoro from this field.

Lieut. Hicks went to Mindoro again and reports wild timarau and crocodiles more athletic than ever. Some unscrupulous salesman sold them the daily dozen and a ton of raw meat. Timarau are found only in Mindoro. By way of explanation: It is a short horned, four legged, grass eating, tree climbing, ocean-going sea of a gun. It's half cow, half deer, half carabao and three halves viciousness. While, as Hicks said, it eats grass as a staple article of diet, none of them will pass up a piece of raw meat.

#### Camp Nichols, Rizal, P.I., November 24.

Friday afternoon the Officers attempted to play the Post Baseball Team and, of course, almost won - by the score of 11 to 0, with the officers holding the small end. Anyway it was a good game before the riot.

1st Lieut. Harry Weddington is rapidly finishing the experiment on elimination of locusts in Mindoro and it is believed that another valuable use of the airplane has been proven to the world at large, especially the Archipelago.

The 6th Photo Section has turned out some of the best rifle shots of Camp Nichols, and we are all expecting our team of dead eye shots to bring home the cup at the Rifle shoot, to be held in Manila next month. The men seem to have made exceptionally good scores in practice, and this is due to the kindness of the C. Alkan Company, Manila, which has helped us out by loaning us one rifle, which is a great help to the man, as it will enable them to practice with the same kind of rifles as the gallery will have when the meet comes off. If the team will only come up to our expectations and return to Camp Nichols with the Cup we will certainly believe that it was through this favor of the C. Alkan Company that they were able to do so.

#### Camp Nichols, Rizal, P.I., December 1.

Mrs. B. G. Weir, accompanied by Miss Weir, sister of Major Weir, left this week for an extended tour in China.

Lieuts. E. E. Aldrin and C. C. Nutt, left Monday by Destroyer for a visit to the Southern Islands.

During the past week the 28th Bombardment Squadron has been preparing three DH-4B's to be shipped to Zamboanga for exhibition at a carnival to be held at that point. Captain Hanley, Lieuts. Walker and Batten will fly them home at the close of the carnival. This will be one of the longest flights attempted in the Archipelago.

Camp Nichols assaulted the inoffensive turkey on Thanksgiving Day. The attack was made in line. The slaughter was terrific. Turkey, etc. was completely wiped out without loss of life. However, the various chiefs complain of heavy laden stomachs, accompanied by sharp pains, caused by internal quakes, or speaking in present day scientific medical terms, we might say "murmurs of forced expansion".

The Rifle Team is working hard daily, preparing for the Rifle Tournament, to be held in the city of Manila, the winner to be presented with a cup on the fifteenth of this month. Although the team has been shooting about 95.5%, several other teams have been very near this average and there should be some very stiff competition before the final decision of the judges is rendered.

The sun finally came out once more and since that occurrence we have made the most of it. Operations were resumed on a greater scale than before. Our baseball team has shown an amazing lot of "pep" in their first game since the "flood", when they defeated the Meralco nine of Manila to the tune of three to one.

Phillips Field, Aberdeen Proving Ground, Md., (Activities Nov. 20 to Dec. 20, Incl).

49th BOMBARDMENT SQUADRON: Cross country flights have been made to and from the following stations: Bolling Field, D.C., Logan Field, Md., Langin Field, W. Va., Mitchel Field, N.Y., Edgewood Arsenal, Md., Bivalve, Md., Fairfield, Ohio, and Wilmington, Del.

On December 17th, Lieut. Bleakley and Sergeant Davis, left for Fairfield, Ohio, by rail for the purpose of ferrying two new DH-4B Airplanes to this station.

In the bombing work during the current month, 59 bombs were dropped weighing a total of 10,600 lbs.

The Officers and enlisted men of this Organization have divided their time between their regular duties and the firing range. They have all made a very good average.

DETACHMENT 59TH SERVICE SQUADRON: A detachment of forty men from the 59th Service Squadron arrived here December 11, on the mine planter "Schofield" from Langley Field, for permanent duty at this station. They appear to be enjoying the change.

18TH AIRSHIP COMPANY: Sixteen bombing flights were made with the Airship TC-2 during this month's period beginning November 20th. Seventeen bombs were dropped weighing a total of 8900 lbs.

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

Lieut. Frank W. Seifert, Air Service, left for New York Wednesday, Dec. 12th by way of the Panama Canal. Lt. Seifert expects to visit Europe before the expiration of the three month's leave granted him.

Lieut. Lowell H. Smith, A.S. received notice on December 10th that he had been selected to make the trip around the world, contemplated by the Army Air Service early in the spring and will leave the Rockwell Air Intermediate Depot within the next few days for Langley Field to take the course of instruction in Navigation. Lieut. Smith has been Chief Engineer Officer here for the past year and has made a host of friends among the employees at this Depot and, while we all are glad to see him receive the detail for the "Around-the-World" flight, we regret his leaving us and hope that he will be successful in every way during the flight, which will be watched by the entire world.

Captain J. H. Houghton, A.S. reported for duty at this Depot on Saturday, Dec. 8th, and with his family is occupying quarters on the Post. He returned from Manila on the last transport and his assignment to this Depot is appreciated by all, as the Captain is not a stranger to the old-timers who remember him during the days when the Air Service was whipping cadets into shape to join the A.E.F. Capt. Houghton has been appointed Chief of the Supply Department, relieving

Captain R. G. Ervin, who for the past year and one-half has held that position.

Captain R. G. Ervin has been appointed Chief of the Engineering Department, vice Lieut. Lowell H. Smith, relieved, and from the successful way the Supply Department functioned under his supervision, it is needless to say that the Engineering Department is very fortunate in having an officer of this type as its official head.

The children of the Officers, Warrant Officers and Enlisted Men on this Field had the delightful experience of seeing Santa Claus arrive via airplane. Santa landed from the air in front of the Officers' Club and performed his annual task of bringing joy to the kiddies of Rockwell Field.

Captain W. M. Randolph, A.S., returned from a five-day hunting pass spent near Hanson Lagoon, Mexico, and reports a very fine trip. The party bagged 400 ducks and 200 quail, notwithstanding that the weather was exceedingly cold during the entire trip. They returned by the way of Ajos Vegras and Ensenada, Mexico, which means in the 18th Amendment language that there was always a little smile to help the hunters over the rough places during the trip.

A quiet little party was given at the bachelor officers' quarters last night by the Fox Hunters in honor of Lieut. Lowell H. Smith, and from the reports received from the few who reported to pay their respects to the Adjutant this morning, a good time was had by all present. Near Beer was served during the evening and many Air Service battles were re-fought by the Aviator Fox Hunters. Several vocal selections were rendered, including "Sweet Adeline", which was repeated several times before the artist passed out from mere exhaustion. A beautiful silver pocket piece was presented to Lt. Smith with the request by the members that he carry it around the world with him, and if possible return it to the Fox Hunters of Rockwell Field at the first meeting held after the completion of the flight.

#### Brooks Field, San Antonio, Texas, December 17, 1923.

The Ladies' Bridge Club met on Thursday afternoon as usual at the Officers' Club. Mrs. Paul H. Prentiss and Mrs. Bordner F. Ascher acted as hostesses. There were no other social activities at the Field during the week. Everybody is apparently resting up for the gaieties of the coming holidays.

Some of the officers who were on cross-country during the week were: Lieut. Arnold H. Rich, who flew to Ft. Worth, Texas; Lieut. Robert G. Breene who flew to Fort Ringgold, Texas, and Lieut. Robert W. C. Wimsatt, who also flew to Ft. Worth, Texas, to return a S.P.A.D. which had been disabled there during the recent flying carnival.

Flying training was seriously hampered during the past week, due to rain. Students in general flew only one day. National Guard and Reserve Officer students, however, who must finish the course at this School by January 1st, were sent out to fly every time the mist and clouds lifted high enough to enable them to get in any good practice.

During the week, one of the student officers, Lieut. Love, who has just started soloing, experienced a little difficulty in making a landing. In fact, he landed so tail high that he washed out a ship, lost a couple of teeth, and was jarred a little. He was not otherwise seriously injured, excepting in pride, and his flying training will continue very shortly.

Group Captain Christie, Air Attache of the British Embassy, Washington, D.C., was a very interesting visitor at this Post during the week. Major Royce and the officers at this Field were very agreeably impressed by the appearance, manner and frankness of the Air Service representative of our British cousins. We hope they will send more like him to look us over.

Other visitors during the week included Captain Ballard, A.S., who had just reported at Post Field for duty and who made a training cross-country flight from Post Field to Kelly Field. Captain Ballard found time to come over to Brooks Field and see his old friends and acquaintances.

#### Brooks Field, San Antonio, Texas, December 24, 1923.

The weather continued to be bad and during the past week there was very little flying training carried on. Every effort has been made to put the National Guard and Reserve Officers through, and for that reason mud guards have been put on some of the machines and every morning during which student flying was possible has been utilized.

Due to the bad weather, the ships making the Christmas cross-countries were unable to leave Friday as they had planned. However, Saturday morning they were able to take off about 10:00 o'clock. The following planes took off:

Captain Bock and Sergeant Mitchell to Chicago, Ill., from which place Sergeant Mitchell will take the plane to Selfridge Field.

Sergeant Newcomb and Sergeant Susmehl to Selfridge Field.

Sergeant Colby and Sergeant Kelly to Boston, Mass.

Lieut. Ashley and Sergeant Jack Smith to Columbus, Ohio.

Lieut. Weddington and mechanic to El Paso, Texas.

Lieut. Dawson and Sergeant Hoijer to Los Angeles, Calif.

Lieut. Woolsey and Sergeant Long to Los Angeles, Calif.

Lieut. McCormick and mechanic to Columbus, Ohio.

So far satisfactory reports have been received from all the cross-country planes, except the one flown by Lieut. Ashley and Sergeant Smith, who happened to have a plane that was borrowed from Kelly Field. Bucking a hard wind, it was necessary to land about 60 miles south of Dallas, which was successfully negotiated and more gas taken aboard. Due, however, to the muddy condition of the field, it was decided to take off light, and have Sergeant Smith rejoin the ship at Love Field. This was done, but, unfortunately, while holding the wing prior to taking off, Sergeant Smith was thrown and severely shaken up, when Lieut. Ashley gave her full gun to take the air. Hard luck still pursued the plane, for in getting into the air, the commercial gas did not function well and the motor started to splutter and the plane sank into a small grove of trees, crashing into the ditch where the ship burned up. Lt. Ashley was thrown completely clear of the wreck and fortunately suffered no injuries. Lieut. Haddon flew to Dallas the next day and brought Lieut. Ashley back to the field, but Sergeant Smith remained in the hospital for a few days.

The monthly dance took place at the Officers' Club, Friday evening, the Club being very prettily decorated in Christmas colors and decorations. Dancing was enjoyed until a late hour by a large gathering.

During the past week Captain Ballard and Lieut. Ebert of Fort Sill were visitors at the field; also Mr. Egtvedt of the Boeing Airplane Company.

#### Wilbur Wright Field, Fairfield, O., December 20, 1923.

Lieut. E. R. Page returned recently from a month's leave of absence. He spent his leave with his parents, who reside in Washington, D.C. He traveled by automobile and reports that he found all kinds of roads - good, bad and indifferent. While in Washington, Lieut. Page conferred informally with many of his friends in the Office of the Chief of Air Service.

Lieut. Victor E. Bertrandias, from Mitchel Field, was a recent visitor here.

Captain W. F. Volandt and Lieut. R. J. Brown, from Washington, were here for several days recently and conferred with Capt. E. E. Adler relative to the round-the-world flight. Final arrangements were made for shipping supplies to the various stations along the route of the proposed flight.

Lieut.-Colonel John Cocke, General Staff, Washington, D.C., spent a week at this field studying the supply situation in the Air Service. He made a detailed investigation of the Air Service Cost Accounting System, and the system of operation for Engineering Departments and took with him a large amount of data for the use of the General Staff.

Lieuts. Guy Kirksey and O. O. Niergarth will be transferred to the Philippine Islands, much to the regret of their many friends at Wilbur Wright Field. They expect to sail from New York on April 8th next. Lieut. Kirksey has been in charge of the 7th Photo Section at this field, and Lieut. Niergarth was on duty with the Property Maintenance and Cost Compilation.

Lieut. Niergarth completed a trip over the "Airways" recently. The new schedule for the Airways provides for a much longer trip than formerly, as under the new schedule Langley and Mitchel fields must both be visited. Lieut. Niergarth flew a DeHaviland 4B4, the special "Airways" type, which was designed and built at the Fairfield Air Intermediate Depot. This is the third trip which has been made in this particular airplane, and it has been found altogether suitable for long flights. An enlisted man was carried as passenger from Fairfield to Bolling Field, and from Bolling to Mitchel Field. Express parcels, some of them large enough to be classed as "freight" were carried throughout the trip. No better system of rapid transit could be desired, for carrying important papers from Fairfield to the Chief of Air Service. High winds were encountered on the return trip from Bolling Field to Fairfield, especially while crossing the Allegheny Mountains.

Landings were made at Moundsville and at Columbus.

Four Curtiss JNSI airplanes, which had been rebuilt in the Repair Depot at Wilbur Wright Field, were flown to Boston, where they were turned over to the Officer in Charge of the Boston Airport. They will be used by the Air Service detachment of the National Guard at that place. The flight was started on December 7th, the pilots being Captain Henry Pascale and Lieuts. F.P. Kenny, H. H. Mills and H. A. Bartron. While on this trip Lieut. Kenny had the pleasure of flying over his home town - Waltham, Mass. This is the first time he had visited his old home by airplane.

On December 12th Lieut. Ira Koenig made a free balloon flight from Fairfield to Cleveland, the trip consuming about 4 hours. Major H. A. Strauss of McCook Field was the pilot. The passengers, in addition to Lieut. Koenig, were Capt. Wm. B. Mayer and Lieut. R. E. Robillard.

Mr. Frank L. Rutland, who has been in charge of the Service Hangars for a long time resigned his position and returned to his home in Alabama.

During the first 15 days in December the following airplanes and engines were completed in the Repair Shops, under the direction of Major J. H. Rudolph, Engineer Officer: Airplanes - 3 DH4B, 1 DH4B4, 1 DH4B1; Engines - 20 Liberty, 4 Wright, Type 1; 2 Wright, Type A-2. This is a total of 5 airplanes and 26 engines for the two weeks.

On December 17th the Repair Shops turned over to McCook Field a DeH4B airplane for the purpose of having the fuselage and tail surfaces covered with a lead coating which, it is hoped, will protect it from the injurious effects of the gases liberated when a smoke screen is laid. This airplane will be equipped with the necessary appliances for producing dense smoke in large quantities. In previous experiments of the kind the acids in the smoke have destroyed the cotton fabric on the tail surfaces and on the rear portion of the fuselage, and it is evident that special treatment will be necessary for the proper protection of these surfaces. The smoke screen experiments will be undertaken at Aberdeen Proving Grounds, Md.

A branch of the Army Relief Society was established at Wilbur Wright Field, with Mrs. A. W. Robins as President and Mrs. Weldon as Treasurer.

The officers at Wilbur Wright Field gave a party for the MacGregor Club at the Post Gymnasium on the evening of Dec. 19th. Among the events of the evening were a basketball game and a swimming contest, followed by dancing.

#### 113th Sqdn. Ind. Natl. Guard, Wilbur Fagley Field, Kokomo, Ind. Dec. 9, 1923.

Lieut. Lindstrom of Langley Field was the only visitor here during the past week. He landed in a DH4 and received full service. The muggy weather and the impression that the field had been discontinued had served to cut down the visiting list here during the past two or three weeks.

Fifty-two officers and men of the 113th went to the National Guard target range at Frankfort, Ind., Sunday, Dec. 9th, to fire the pistol course for qualification as marksmen, and 33% of them made the grade. The detachment was in charge of Capt. Herbert Nelson, assisted by Lieut. Olin Hovarter. The trip to the target range was made in civilian automobiles, and but for the dampness of the day took on the aspects of a picnic. The men of the 113th found that Frankfort has an excellent range, where most of the units in this section of the State will go for rifle, pistol and machine gun practice. The targets have concrete abutments, and there are ten butts, also a new mess hall, with good water supply and shower baths. The 113th dined on baked ham, bread and creamery butter, hot coffee and pie in generous quantities, furnished by the commissary department. Although it was a dull, cloudy day, with low visibility, the men remained in good spirits, and the fact that one-third of them qualified shows that there are some good shots in the group. Those who fired were the men who did not qualify at the camp at Wilbur Wright Field last August.

The classes are all moving along in good shape, with much interest being shown.

Information Division  
Air Service

February 1, 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 February 4, 1924.

BLAZING THE TRAIL FOR AROUND THE WORLD FLYERS. ✓ ✓

Facing a task involving many obstacles, Lieut. Clayton Bissell, one of the few officers now in the Army Air Service bearing the unofficial title of "Ace", who has been selected as Advance Officer for the First Division of the proposed flight of four Army airplanes around the world, left Seattle, Wash., February 2nd to smooth the path for the aerial circumnavigators of the globe along that portion of the route between Seattle and Attu Island in the Aleutian Group.

From Seattle his journey to Chicagoff on the Island of Attu will involve a distance of approximately 3,000 miles. He is scheduled to make stops en route at Prince Rupert, British Columbia; Cordova, Seward, Chignik and Akutan, Alaska, and Nazan on the Island of Atka.

Lieut. Bissell has a big job on his hands. On the route he will traverse at this season of the year there is no scheduled transportation, everything being ice-bound and, like Phineas Fogg, the hero of Jules Verne's "Tour of the World in Eighty Days", he will have to use all the ingenuity at his command to successfully carry out his mission. The principal part of his job will be to make arrangements at the different points where the planes are expected to land for the care and comfort of the flyers, seek out the most suitable landing places for the planes and train men at these various points to care for the ships when they arrive. It must be remembered that at the stopping points up north the natives speak only Eskimo and a smattering of Russian, so the difficulty of Lieut. Bissell's task can well be realized. He will have to so train them that they will be able on their own initiative to go about their job in a thorough fashion when the time comes for the arrival of the planes for, being forced to go right ahead to make arrangements for the landing of the flyers all along the first leg of the globe flight, he will not be on hand at any point to personally direct these men.

At each of these stopping points Lieut. Bissell will make photographs and sketches of landing fields where bases will be on land, and of harbors and clear stretches of water chosen for landing or take-off where planes will operate from the water. The harbor charts will be marked to show the best area for landing and take-off, taking into consideration the various prevailing wind directions, and also the exact location to which ships must be taxied after landing. These charts will also be marked to show obstructions in the water liable to prove disastrous to landing or take-off, such as shoals, shallow water, strips uncovered at low tide, wreckage, massed shipping, etc. He will also make special note of obstacles surrounding the landing area, such as high hills immediately adjacent to harbors, long wharves, bridges, overhead wires or cables, radio towers, ships, derricks, etc. At each landing place on water four 500-pound anchors will be put down in sheltered water and connected with a heavy cable to a floating buoy. Barrels or steel drums will be used as buoys and will be painted yellow.

As a precautionary measure to insure the safe landing of the around-the-world flyers in various harbors it will be necessary to make arrangements for all shipping, especially small boats, to be so grouped as to leave as great a landing space as can possibly be procured. An emergency raft will be provided at each stop consisting of four barrels or steel drums, fastened together with strong frame work, to be used as a float in case a pontoon is destroyed in landing, to prevent the sinking of the plane, this raft to be constantly ready to be towed to any plane if necessary immediately on landing.

At each stopping point the Advance Officer will designate a local representative to take charge of all the arrangements incident to the landing of the flyers and providing for the accommodation and various needs of the pilots.

To keep the Commanding Officer of the flight thoroughly posted as to various

conditions at the different points where stops will be made, he will compile a detailed report on each and leave it for the flight commander at the previous stop.

Lieut. Bissell's first stopping point after leaving Washington was at Fairfield, Ohio, where he conferred with Lieut. Elmer E. Adler, the supply member of the around-the-world committee, with reference to the allocation of supplies and fuel throughout the route. His next stopping point was Oakland, Calif., where he conferred with Captain C.E. Lindquist and secured information as to climatic and other conditions which it is expected the flyers will encounter in the spring along the Kamchatka Peninsula and the Kurile Islands, including harbor facilities, character of inhabitants, etc. Captain Lindquist spent a great many years in trading ships, trafficking in the vicinity of the Kurile Islands, the Kamchatka Peninsula and the Aleutian Islands. The Air Service finds it very necessary to secure as much data as possible on the Kurile Islands, as this section of the route is far removed from the regular routes of travel and, on account of its barrenness, very little information is available on these islands from any of the sources which have heretofore been searched. As the route now stands it is probable that the first stop in the Kuriles will be made on the northernmost island of the group (Shimushu) which is separated from the Kamchatka coast by the Kurile Straits. The next stop in the Kurile Islands will probably be either at Tokotan on the Island of Uruppu or Bettchu on the Island of Yeterofu, which places are 400 and 450 miles, respectively, from Shimushu.

According to present plans the four planes will arrive at Seattle on or about March 30th next. Sand Point, on Lake Washington, adjacent to the City of Seattle, has been chosen as the best site in the vicinity for the double use of land planes and seaplanes. At this place the planes will be reconditioned for the difficult leg of the flight to Attu Island, and the landing gears will be replaced with pontoons. All arrangements incident to the stay of the around-the-world flyers at Seattle and the reconditioning of their planes will be handled by Lieut. T. J. Koonig, Air Service, who is now on duty with the Organized Reserves at Seattle.

It is likely that Lieut. Bissell will make the journey to the various stopping points in Alaska on Coast Guard vessels, which will be utilized to transport supplies, gasoline and oil to these points. From Unalaska to Nazan Lieut. Bissell will have to prevail upon some of the traders at Unalaska to make this trip.

The Aeronautical Chamber of Commerce, New York City, have communicated with influential people throughout Alaska, advising them of the general plans of the around-the-world flight and requesting their cooperation and assistance. Both the Secretary of War and the Hon. Scott C. Bone, Governor of Alaska, furnished Lieut. Bissell with letters of introduction to the people of Alaska, and the Biological Survey with a letter to Mr. Donald Stevenson, Game Warden of the Aleutian Islands, from whom much valuable information on these islands is expected to be procured.

In order that facilities may not be lacking for making repairs to any of the planes at the various stopping points, it will be necessary for the Advance Officer to obtain detailed information on the availability of boats for use in ferrying, towing and refueling; shipyards equipped with cranes or hoists capable of lifting engine or even the entire plane; the names of concerns or individuals capable of doing such type of work as welding, general machine work, pressed steel fittings, repair of gasoline tanks, cabinet work; facilities for pontoon and wing repair, etc.

An important part of Lieut. Bissell's mission is to make a detailed report on climatic conditions along the route throughout the year, giving particular attention to the period during which the flight is expected to pass through that particular section of the route. This report will include the force and direction of the prevailing winds, rainfall, prevalence of fogs, cloudy days, mist, sleet, snow and any seasonal meteorological disturbances that may be expected, such as typhoons, hurricanes, etc.

With regard to the fuel supply, gas and oil for all the stops will be furnished by contract with one of the large oil companies who can make shipments to all points in the first division except Nazan and Chicagoff, for which points they will ship the supplies at Dutch Harbor from which point the Advance Officer will have to trans-ship same along the Aleutian Islands at the same time with other supplies. For use in the event of an emergency, 1500 gallons of gasoline and 200 gallons of oil will be shipped to Unalaska and placed on board a Coast Guard

cutter to be used for refueling planes in case it is found impossible on account of weather conditions or other unforeseen contingencies to land at regular stops where gasoline and oil have been provided.

At Nazam on the Island of Atka and at Chicagoff on the Island of Attu Lieut. Bissell may find it necessary to procure blankets and provisions for the flight personnel. Possibly these supplies may be obtained from Coast Guard vessels.

It is the aim of the Army Air Service to have the flight pass through the First Division as expeditiously as possible during the month of April or the early part of May, in order that the flight may proceed through China and India prior to the typhoon and rainy seasons, respectively, which start in the latter part of June or early July. Furthermore, it is necessary that the flight arrive in England early in August in order to assure successful passage over the Atlantic Ocean. All plans are based on a four and a half month schedule for the whole flight.

Officers of the Army Air Service who have been chosen as Advance Officers for the other divisions of the route are as follows:

2nd Division, from the Island of Shimushu in the Kurile Islands of Japan to Chemulpo, Chosen - Lieut. Clifford C. Must.

3rd Division, from Tsingtau, China, to Calcutta, India.  
1st Lieut. Malcolm S. Lawton.

4th Division, from Calcutta, India, to St. Stefano, Turkey.  
1st Lieut. Harry A. Halverson.

5th Division, from St. Stefano, Turkey, to London, England.  
Major Carlyle H. Wash.

6th Division, balance of the route.  
Lieut. Clarence E. Crumrine.

All of the above-named officers have been issued instructions similar to those issued to Lieut. Bissell.

Announcement of the names of the officers selected to pilot the four Douglas World Cruisers around the world was recently made by the Chief of Air Service. They are Major Frederick L. Martin, flight commander; Lieutenants Lowell H. Smith, Erik H. Nelson and Leigh Wade, with Lieuts. Leslie P. Arnold and L.D. Schulze as alternates.

These officers are now being given a thorough course of training at Langley Field, Va., in preparation for the coming flight. Courses in navigation and meteorology as applies to the route are being given by instructors qualified to do this work, supplemented by actual flying of the Douglas airplanes with pontoons for water flying, and equipped with the latest Air Service navigation instruments.

Detailed plans for the flight are being worked out by a Committee working under the direction of the Chief of the Training and War Plans Division, Office of the Chief of Air Service. This Committee will continue to function as long as needed and will make all its information and plans available to the flight personnel, including the advance officers. The Committee consists of the following officers, who are responsible for the duties listed after their names:

Captain Wm. F. Vollandt - Transportation and Finance.

1st Lieut. St. Clair Streett - route, maps, general organization and information.

1st Lieut. Robert J. Brown, Jr., - Chairman, organization and coordination.

1st Lieut. Erik H. Nelson - equipment and engineering.

1st Lieut. Clarence E. Crumrine - equipment, engineering and route, advance officer.

1st Lieut. Elmer E. Adler, supply.

The purposes of the proposed flight are to gain for the Air Service added experience in long distance flying and particularly in the supply problems connected therewith; to complete an airplane flight around the world in the shortest practicable time; to demonstrate the feasibility of establishing an airway around the world; and incidentally to secure for the United States, the birthplace of aviation, the honor of being the first country to encircle the world entirely by air. Much valuable information on the difficulties of operating aircraft in various climates will also be obtained.

## THE NEW RADIO AND METEOROLOGICAL STATION AT WILBUR WRIGHT FIELD

For a period of several weeks the new radio station at Wilbur Wright Field, Fairfield, Ohio, has been in experimental operation with results assuring that all that was anticipated with the installation of this station will be realized. A brief description of the radio equipment of the station may be of interest to radio fans and is as follows:

Two steel antennae masts 165 feet high are provided, set directionally with the city of Washington. Suspended between these masts is a 5-wire antennae stretching 475 feet between the masts. From the center of this antennae a 5-wire "lead in" drops vertically to the radio hut. The radio hut is the center of a ground system consisting of copper bands one-eighth inch thick and eight inches wide laid on edge in three concentric circles. The outer circle has a radius of 250 feet, the center a radius of 125 feet, while the center circle forms the center point and closely surrounds the radio hut. The concentric circles are joined radially at 19 points, the whole being thoroughly bonded and buried approximately 36 inches in the ground. From the center circle copper tubes are used as leads and brought up through the radio hut for the ground connection for the set.

The set is of standard Signal Corps type, manufactured by the General Electric Company, and is known as a 6-tube regenerative set. Plate current at about 1500 volts is furnished by a two kilowatt direct current generator driven by an alternating current motor, current for which is taken directly from the power lines. The normal radiation of the set is 10 amperes, but it has an emergency capacity of double that amount. Under perfect conditions the radiating limit of the set would be infinite, but its commercial effectiveness is considered to be about 1,000 miles.

The major duty of this station will be to receive, coordinate and broadcast meteorological information to and from various Air Service airdromes included within the Model Airways. At the present time a regular flying schedule is maintained over the Model Airways between Mitchel Field, Long Island, N.Y.; Bolling Field, Washington, D.C.; Langley Field, Hampton, Va.; Langin Field, Moundsville, West Va.; Wilbur Wright Field, Fairfield, Ohio; McCook Field, Dayton, Ohio; Chanute Field, Rantoul, Ill.; Selfridge Field, Mt. Clemens, Mich.; and Scott Field, Belleville, Ill. Weather reports from each of these stations are received daily at 7:50 a.m. and every two hours thereafter until late in the afternoon. These reports are consolidated at this station and the summary or consolidation immediately broadcasted to all Model Airways airdromes, where the information is immediately posted to their bulletin boards maintained for such purpose, so that all pilots may have first hand information as to weather conditions over the route which they are about to travel. In addition to this regular service, special items as to local storms and local conditions will be relayed to the central station for whatever value it may have for broadcasting. Arrival and departure of all pilots is immediately broadcasted to Airways Headquarters at Bolling Field, the destination of the pilot, and to the home field of the pilot, together with such information as may be pertinent, thus enabling the location of all pilots to be plotted at any given time and their arrivals anticipated.

In addition to the regular service furnished the Model Airways, a complementary service is maintained with the Aerial Mail Service, such information as the Aerial Mail having of value to the Air Service being radioed to an Air Service station, while the Aerial Mail receives the general broadcast from the central Air Service station.

Broadcasting from this station will ordinarily be upon a 1500 meter wave length. Inasmuch as the equipment permits of radiophone broadcasting, it is with in the possibility that programs of various kinds may be broadcasted from this station at a later date.

An emergency set having a range of 3,000 miles and similar to that now in use by the American Shipping Board for communication with the Shipping Board Fleet is also to be installed at a later date as a precautionary measure.

At each of the Model Airway airdromes mentioned there is maintained by the Signal Corps a Meteorological station where the data for the meteorological reports is secured at periodic intervals. This work consists of determining the movement and velocity of air currents at all levels from the ground to 15,000 feet, and since at different stratas or elevations air currents may be found moving in exactly opposite directions the value of this information to the air pilot can readily be seen, since it enables him to select that elevation where he may find the most advantageous current of air for his journey. The movement of storm

centers is also recorded, carefully checked, and forecasted for the ensuing 24 hours. All of this information, as before stated, is radioed to the Wilbur Wright station for consolidation and broadcasted to the Service.

This station is also a part of the regular army radio net which covers not only the United States and foreign possessions, but all Navy ships in harbor or at sea, so that it is possible to communicate directly or by relay from this station with any point where our flag may fly, and receive a reply from that point with the smallest possible loss of time.

#### COLONEL GRAHAM ADDRESSES CHICAGO AIR MEN

Lieut.-Col. William R. Graham, Asst. Chief of Staff of the Sixth Corps Headquarters, located in the central manufacturing district of Chicago, was the guest of honor recently at the monthly dinner of the Air Service Officers' Association at the Army & Navy Club, Chicago. Col. Graham spoke on various phases of military intelligence, particularly the work of the Military Intelligence Association of Chicago, which he organized and built up to a high degree of efficiency.

Other guests included Lieut. Col. Arthur P. Watt, Executive Officer non-divisional group; Major Wm. S. Wood, and members of the Military Intelligence Association. A large group of Air Service reserve officers were present.

#### GENERAL SUMMERALL VISITS LUKE FIELD

Making his annual New Year's call at Luke Field, H.T., General Charles P. Summerall, in addressing the officers and enlisted men, expressed his gratitude for their fine performance during the year 1923. The General spoke of the Hawaiian Department as the outpost for the United States and even for the Panama Canal, and laid stress on the fact that the first line of offense as well as defense for this outpost was the Air Service. He was, indeed, most complimentary to the personnel of Luke Field in expressing his utmost confidence in their ability to carry out their part in any emergency. The General stated that the efficiency of Luke Field was more than doubled in the last year. He also spoke of the Luke Field morale, which has sprung up with the rapid growth of the field. While it is perhaps the youngest post in the Hawaiian Department, the by-word "Luke Field Morale" is one of high prestige and standing with the civilian population of Honolulu, as well as other military organizations.

#### 19th PURSUIT SQUADRON MOVES TO LUKE FIELD.

The 19th Pursuit Squadron, stationed at Wheeler Field, near Schofield Barracks, H.T., is, according to latest reports received, making preparations to move to Luke Field and Ford Island for permanent station. The squadron consists of 8 officers and 93 enlisted men and approximately ten pursuit ships. First Lieut. H.M. Elmen-dorff is in command of the squadron with the following staff: 1st Lieut. H.E. Woolridge, Adjutant; 1st Lieut. Chonault, Engineering Officer; 1st Lieut. L.C. Blackburn, Asst. Engineering Officer; 1st Lieut. F.A. Lundell, Supply Officer; 1st Lieut. L.C. Mallery, Mess Officer; 1st Lieut. W.A. Clark, Communications and Armament Officer, and 1st Lieut. H.W. Sheridan, Operations Officer.

#### THE TRANSCONTINENTAL AIRWAY FLIGHT IN A MARTIN BOMBER ✓

Lieuts. John F. Whiteley and Harold D. Smith, Air Service, stationed at Langley Field, Va., have just submitted to the Chief of Air Service their official report on their flight to the Pacific Coast and back in a Martin Bomber. Their report is quite voluminous, but due to the interesting nature of same and the fact that it affords much valuable information to the flying fraternity, we are going to quote the report in full in such installments as our limited space will permit. Their report is as follows:

At the time of leaving Langley Field September 13, 1923, it was not known that a transcontinental flight would be approved of by the Chief of Air Service, but inasmuch as the plane was to be flown not only to the Air Races at St. Louis but to Fort Leavenworth as well, after the Races, to take part in the tactical maneuvers for the School of the Line, it was decided to take along such spare parts and tools as would very probably be needed during the course of several weeks flying. The plane selected was a Curtiss built NBS1, No. 68510, originally equipped with super-charger but later changed over to a standard job, which was received from the Curtiss

factory some time last spring. During the bombing maneuvers it had been flown quite a great deal but had survived the trip to Bangor, Maine, and the several trips to Cape Hatteras very well. The original motors had been replaced with two Langley Field overhaul jobs which at the time of leaving had about sixty hours. Two wind shields were installed, one in front of pilot and one in front of relief pilot. A Navy type compass was also installed in front of relief pilot. The machine gun tourelles were removed as well as the radio batteries, Michelin flare brackets, wing tip flare brackets, and several other items. Removable floor boards were placed at the bottom of the bomb bay and into the space so made available was loaded all spare parts and supplies consisting of, beside summer and winter flying equipment and parachutes for four men, two wrapped undercarriage struts, a spare gasoline pump and fan, several flying wires and stabilizer brace wires, a spare tire and tube, shock absorber cord, fabric and dope. It was believed that, because of availability of Liberty motor parts at all Air Service and Air Mail Stations, it would not be necessary to carry a surplus of motor parts, so a spare battery, voltage regulator, switch, and complete carburetor, were the only motor supplies carried beside miscellaneous small parts. In addition, a steel chest with a complete outfit of tools was taken along. Together with the personal equipment for each member of the crew the total weight of everything aboard amounted to approximately five hundred pounds. It was believed that the worst trouble we would encounter, discounting a total wreck, would be the failure of one side of the undercarriage and this we were prepared to remedy should it occur. Serious motor trouble we were prepared to have fixed by calling upon any Air Service or Air Mail station for parts or even motors. Our judgment was not belied in this last respect.

The personnel that made the flight is from the 2nd Bombardment Group, Langley Field, entirely, and almost entirely from the 20th Bombardment Squadron, consisting of: First Lieuts. John F. Whiteley and Harold D. Smith and Staff Sergeants K. T. Wiedekamp, and A. B. Jewell. Each had had considerable experience with Martin Bombers, in his particular capacity, during the 1923 bombing maneuvers and was well qualified at that time to start off on an extended cross-country flight. At this point too much can not be said of the ability and entire willingness of each of the mechanics throughout the trip. Without them there is no doubt, the flight would not have been accomplished successfully.

The history of the flight from Langley Field to the Air Races at St. Louis is not of particular import nor a great deal different than the flights of any of the other bombers going out at the same time. The plane was not a Transcontinental Airways ship at the time and so aroused no interest or comment. The ship left Langley Field the 13th of September and arrived at Bolling Field after flying the 125 odd miles in an hour and a half, with partly head winds shifting from northeast to northwest at the Potomac. After staying over in Washington to take up details of the contemplated flight from coast to coast with the Airways officer, departure was made the morning of the 15th for McCook Field via Moundsville. The 410 miles of this trip were covered in 5 hours and 40 minutes, stopping at Moundsville long enough to service and have lunch. The weather was not good. The sky was overcast and it was extremely cold for that time of the year. The wind was from the northwest. It was necessary to stop over at McCook Field, at that point, for the very good and sufficient reason that the left motor stripped a gear. The trouble developed under most unusual circumstances for the reason that it happened in the last fraction of a second before the motor stopped. The motor functioned perfectly while coming in to land and while taxiing and at the time that it stopped, after burning out the gasoline in line, no trouble was apparent. It was only while attempting to turn the propeller to put on a prop cover that the failure was disclosed. The propeller when turned, jammed a broken tooth of the gear, evidently fallen down from the upper generator driving shaft gear into the gears meshing below, and stopped short. Pulled past this point another tooth broke with a loud bang. The exact trouble, of course, was not disclosed until later when it was possible to look at the gears. Because of the fact that both motors had had considerable time it was decided to replace both of them, which was done through the kindness of Lieut. Fairchild at McCook Field. After giving these two motors, which were overhauled at Fairfield Air Intermediate Depot, four hours running in time in the air and after swinging compasses, repacking parachutes, and so forth, we left McCook Field for Chanute Field, in the early afternoon of September 21, stopping at Fort Benjamin Harrison to deliver 25 gallons of benzol and also to take on some gas. The 240 miles of this trip were covered without unusual incidents in 4 hours time under an overcast sky and in the face of a west wind. Leaving Chanute

Field the morning of the following day we headed for Scott Field at Belleville. It is a true saying that trouble never comes singly. When within ten miles of Belleville the right motor suddenly stopped without warning; no fuss at all, it simply refused to do more than turn the propeller slowly over. We were flying at about 800 feet at the time, almost ready to glide into Scott Field, but managed to get down all right in a plowed field at Shiloh, Ill. A quick inspection disclosed another gear failure. The weather during this part of the trip was likewise poor, sky overcast, and local rains. With west winds the trip had been made in two hours' time, a distance of 154 miles. It was not until four days later, the 26th of September, that the job of installing another F.A.I.D. motor, which was obtained from Scott Field, was completed and the remainder of the flight to Scott Field attempted. No difficulty was experienced in getting out of the field we had landed in and our arrival at Scott was merely a question of minutes. Although it was about a week until the races, ships had already begun to arrive. Because of the fact that the field at Bridgeton was in a soft condition on account of heavy rains, no ships were permitted to land there at this time, least of all a Martin. It was not until the 29th that departure was effected. In the interim authority came for making the transcontinental flight. We spent the time in getting the plane cleaned and painted up, and in breaking in the newly installed motor, making a three-hour test flight from Scott Field to Bridgeton the 29th. From that time until the 7th of October no flying was done except for a 30-minute formation flight on the 3rd. The races, during this period, were occupying everybody's attention. On the 7th orders were received to leave that day for Kansas City, to carry out the tactical maneuvers for the School of the Line the following day. On the morning of the 7th our departure was delayed for Scott Field on account of a frozen cam roller on a rocker arm, and our arrival at Scott Field eventually was too late to permit leaving for Kansas City. In the early morning of the following day, Lieut. H.D. Smith, who had arrived at Scott Field the day before, joined the flight - after leaving his ship at that point, to be picked up again on return. We left for Kansas City at an early hour but were forced to return on account of low oil pressure in the right motor. After remedying this trouble by taking off oil pump and replacing a washer under the pressure regulating valve spring before restoring, we were able to leave for Kansas City late that same morning and arrived there, a distance of 260 miles, in 3 hours and 10 minutes time, fair weather prevailing and a gentle east wind. Upon landing at Kansas City it was discovered that the right gas tank was leaking badly. After removing it, it was discovered to be leaking around the rivet heads in at least six places, most of them low down so that with a full tank of gasoline the gas squirted out. The ship was in commission again by the morning of October 10th and we then left on the first leg of our transcontinental flight.

So far, we had been situated so that if anything of serious nature developed in the way of motor trouble, or anything else, it could be taken care of by the Air Service. We realized that after leaving Fort Riley such would not be the case until arrival at Crissy Field, San Francisco. Upon our arrival at Fort Riley after a trip of 116 miles in 1 hour and 45 minutes, good weather and a south wind prevailing, we consequently set to work to put ship and motors in best possible condition before leaving the last point that we could expect Air Service assistance. As might be expected from having already experienced two gear failures and other troubles as well, our confidence in the motors was very dubious. They were particularly noisy, so we took a listening rod and went over each one. Finding at least two cylinders in each motor that seemed to be without wrist pins we removed them for examination, but discovered nothing. We then checked over valve and ignition timing and breaker clearances and gave the ship a ten minute test flight in preparation for an immediate start. The weather which had until the 11th been exceptionally good for a week, turned bad, and for three days the sky was overcast and a cold misty rain prevailed. We were unable to get away from Fort Riley until the morning of the 13th, just one month after we had left Langley Field. More trouble developed on that morning, however. The oil pressure again dropped in the right motor, and it was necessary to change oil pump. We were able to get away, however, in time to get to North Platte before very late in the afternoon. The temperature was then decidedly cool. A little difference in elevation was making itself noticeable in that respect. Frost was reported in western Kansas the night of October 12th, and from that time until we reached Sacramento, everybody wore their winter flying equipment.

The flight from Fort Riley to North Platte, Nebraska, was without particular incident. The motors functioned perfectly, and when not given too much attention

seemed to be running smooth. It was hard to subjugate our imagination, however. Our course was direct, altitude about 3,000 feet, average speed about 73 miles per hour, with northeast wind shifting to west at the Republican River. The temperature was rather cool, weather fair, and visibility good. Altitude flown about 4500 feet above sea level.

After spending the night at North Platte in a little hotel near the extremely busy tracks of the Union Pacific Railroad we were, nevertheless, able to make an early start the next morning. The Air Mail station had taken excellent care of our ship and of us. We were able to get away with no trouble whatsoever. Just before leaving, one of the Air Mail pilots gave us eight prairie chickens, which he had shot the day before, four for ourselves and four to be delivered in Salt Lake City. These we carried along with us and duly made delivery of, with the exception of the first mentioned four which formed the basis of two good meals, one at Cheyenne and another at Rock Springs. No other provisions or emergency rations were carried beside this. The take-off from the North Platte Field was not difficult. The field is in very good condition with plenty of room. The altitude is about 2,800 feet. We estimated that it took us approximately 600 yards to get off the ground at that altitude. After passing over the town we settled down to a direct course leading to Cheyenne which pretty well followed the Union Pacific so that we experienced no uneasiness of mind at any time as to exactly where we were. To keep a safe margin of altitude above ground, which between North Platte and Cheyenne rises from 2,800 feet to 6,400 feet above sea level, the ship was flown at from 5,000 to 8,000 feet. The course is not at all difficult to fly, and except for rather extreme cold, there had been <sup>at</sup> the night before, no discomfort was experienced. The weather continued fair, with good visibility. Although we experienced a west wind out of North Platte, changing to southwest near Cheyenne, the 215 miles of the course were covered in 3 hours' time, an average of better than 70 miles per hour. As we approached the field, at an altitude of several thousand feet above it, the question of how fast a landing it would be necessary to make arose in our minds. After circling the field to determine a good approach we glided, or rather flew in, with a good reserve of speed and settled to a landing from an altitude not far above the ground. Any concern about landing at high altitude was dispelled, however, after the first experience. It is no more difficult to land at altitude with a Martin than it is to land at sea level. More room is necessary, of course, but the landing itself is comparable to merely landing with a slight down wind at sea level. The question of getting off at altitude was still open. We decided to try the experiment the following morning in still, heavy air. The trip so far had all been at low altitude. We realized that from Cheyenne on west to Sacramento would be the hardest part of it all and that we would have to be extremely careful about getting into fields that we could not get out of. Fortunately, we were equipped with the Aeronautical Bulletins published by the Airway Section, which helped us in making our decisions wonderfully. After talking to the Field Manager at Cheyenne and several of the Air Mail pilots about the next leg of the trip and the field at Rock Springs, several doubtful points in our minds were cleared up and because both motors and the ship had functioned very well the last two flights, our confidence arose. It was necessary to drain the water from the motors before leaving ship for the night. Oil we decided we would heat and run in immediately before starting in the morning.

(To be continued)

#### PIGEONS RENDER DISTINGUISHED SERVICE IN JAPANESE EARTHQUAKE ✓

A recent issue of the MIYUKO states that, among agents rendering great services worthy of special mention in a history of the great earthquake, we must not leave out the pigeons which showed astonishing activities. At the time when means of communications were interrupted simultaneously with the outbreak of the earthquake, the military pigeons at Nakano were organized temporarily into an Army to make good the deficiency, under Lieut.-Col. Yamamoto. Since the 1st, rapid and certain communication was carried on in a manner by no means inferior to that in which human or mechanical power operates between Headquarters of the Security Force and the detached palace at Nikko at the head of the list and the units and government offices far at Osaka, Kagami-gahara, Shimizuminato, the Fuji drill ground, Sendai and Utsunomiya, and near at Utsunomiya, Chiba, Odawara, Yokosuka, Yokohama, Kamakura, Fujisawa, Tachikawa and Tokorozawa. Major Iwata and Captain

Hagiwara were controlling the services. Three pigeon cars were set in front of the statue of Prince Arisugawa in the compound of the General Staff Office where Headquarters of the Security Force lies. The birds on this important duty numbered 1,000, chosen out of 3,000. They were allotted for the detached palaces at Nikko (50), Tokorozawa (10), Osaka (8), Yokosuka (30), Chiba (30), The Fuji drill ground (20), Odawara (4), Yokohama (20), Utsunomiya (30), Urawa (40), Tachikawa (20) and so forth, in each case going and returning.

On the 7th two pigeon cars were sent by war vessel from Shibaura to display activities in Yokohama and Fujisawa. Up to the 15th the total messages reached 600, with a maximum of 80 a day and a minimum of 30. Among these messages were illustrated ones - a kind of communication that can by no means be sent by telegraph or telephone. The messages on the 2nd referred principally to the condition of the airplane which flew to Osaka, the sad conditions in Yokosuka, and the conditions in Chiba; on the 3rd the conditions near the detached palaces at Nikko, Numazu, Odawara and Kamakura; the conditions of telegraph, telephone and railroad lines reconnoitered by airplane, and the sad conditions in Odawara, Kamakura and Totsuka; on the 4th detailed information about Nikko, Utsunomiya, Osaka, Urawa, Odawara, Tokosuka, Kamakura, Yokohama, Kanagawa and Totsuka, as well as reports on the troops and Koreans in some of these places, and the sending of supplies to the districts; on the 5th detailed information regarding the conditions of all princes of blood, letters of inquiries to them, the sad conditions of roads and railroads along the Tokaido Road, the manners of repairs, and reports from security detachments; and on the 6th the conditions of security detachments, reports from them, the transport of troops from the 2nd, 3rd, 8th, 9th, 13th, 14th and 15th Divisions, the transport of supplies and the conditions of troops, civil police, reservist soldiers, Koreans, members of young men's corps, etc. Since the 7th detailed reports were brought in from all security detachments.

According to Lieut.-Col. Yamamoto, Commander of the Special Pigeon Force, in the case where means of communication are interrupted there is no other way available but the employment of pigeons. The present calamity really offered the best opportunity for showing the power of communication by pigeon. Had pigeons been kept in all important places of the country it would have been possible, he believes, to display their efficiency fully so that no inconveniences would have been felt in communication from Tokyo to those places. As in the future the keeping of military pigeons will be necessary both in peace and in war, it is an urgent business to establish separate pigeon detachments in all the divisions. At the same time, among the public, too, there should quickly come into being such bodies as pigeon clubs, just like civilian aviation societies. To keep pigeons requires no large outlay of money; at most, Yen 0.02 a day being enough for one bird.

#### THE AIRPLANE IN THE JAPANESE DISASTER.

An issue of the Japanese publication MIYAKO during the time of the great Japanese earthquake dwells on the meritorious flights made by airplane after the outbreak of the earthquake which tend to bring out the extreme usefulness of this invention. Flights were made to Tomosawa in Nikko to pay respects to the Emperor there. Up to the night of the 1st the conditions in Tokyo and Yokohama were utterly unknown in Osaka, the only piece of information being a wireless telegram saying that fires occurred subsequently to the earthquake. At this very time, by order of the Minister of War, the B216, piloted by Lieut. Hadano, with 1st Class Private Nakamura as a passenger, started on the 2nd at 9 a.m. without weather observation, the pilot and his mate being determined to run the risk of life. Arriving at Osaka at 3 p.m., it discharged the important errand to the 4th Division. On this account, the condition on the Tokyo front with regard to the earthquake was made known to the western part of the country, and telegrams were sent from Osaka to various parts of the world. The body of the plane became discolored black with smoke. The trip there and back took 9½ hours. On the 2nd, between 6 p.m. and 6:30 p.m., the Minister of War gave orders for three airplane flights - one to the 15th Infantry Regiment at Takasaki, the second to the Utsunomiya division, and the last to the 57th Infantry regiment at Sakura. They all reached their destination in the dark and discharged their missions. It was solely due to these "do or die" flights that the troops were able to assemble in and about Tokyo so quickly. Besides, there are numerous cases where airplanes did conspicuous services. Some of these instances are the reconnaissance and propaganda flights made on the plane comprising Tokyo, Yokohama and Sagami, the

flights connecting Osaka and Tokyo, and the reconnaissance made of the seven islands of Izu.

At the time of the conflagration, the plane while flying over Tokyo was thrown up by the rising currents of air caused by the flames, and the down helm did not respond to the control, so that flying was very dangerous - a fact probably not experienced even during the European war. As the tasks required haste, sometimes a speed of over 200 meters per hour was employed, but no accidents followed. The times of flight up to the 9th numbered 201 as regards only the flight school, and the 2nd, 4th and 5th Flight Battalions; hours of flight 253. The total distance flown was 43,000 kilometers at a supposed speed of 170 kilometers per hour; nearly equal to the circumference of the earth along the equator, so that it comes to the same thing that the world was circled once. The distance will become still greater by far if the activities shown by the Shimoshizu branch of the flight school in the Chiba districts and the 1st and 3rd Flight Battalions in the Osaka region are included.

#### FRANCE FIELD PILOTS FLY TO COSTA RICA

The following is a translation of an article which appeared in "Diario de Costa Rica" on December 28, 1923, touching on the flight of three Army airplanes from Panama to Costa Rica:

"In accordance with recent announcements, three North American aviators arrived at 12:30 yesterday, who, due to the efforts of the American Minister in this city, Mr. Roy T. Davis, have come to make several flights during the holidays, and at the same time are going to make a visit of courtesy to the Government of Costa Rica.

From 10:30 on the mass of people bound toward the landing field was extraordinary; they went in automobiles, coaches, and for the most part on foot; many went on the tramway; the people filed thru the Paseo Colon, giving the impression of a river about to overflow.

A few minutes after eleven o'clock the landing field offered a gala appearance. A crowd of more than five thousand people had gathered there, the field being marked off by white flags. To the left of the field and a little to the back was the reviewing stand, draped with the colors of the United States and Costa Rica. About 12 o'clock the President of the Republic, Mr. Julio Acosta, arrived, accompanied by his aide. There were already assembled there the Secretary of State and the Minister of Public Affairs, Messrs. Aquiles Acosta and Miguel Obregon. Making preparations to receive the aviators and waiting for them were Col. Jose Maria Pinaud and Francisco Bonilla, members of the Aviation Committee. At 11:30 a.m. his excellency, Mr. Roy T. Davis, United States Minister, arrived, accompanied by the Secretary of the Legation.

A little before 12:30 there appeared on the western horizon the three planes which advanced in the form of a triangle. The crowd then went wild; voices everywhere, applause and much confusion, so that it was impossible for the police to detain the people and keep them in their proper places, as everyone wanted to get a better view of the planes, without thinking for a moment of the danger they were likely to encounter in going out on the field.

The three aviators encircled the field, flying toward the east in the general direction of the city, and after making a few turns they landed, one by one, amidst the cheers and applause of the crowd. In the name of the government and on behalf of the reception committee, Col. Bonilla received the aviators. Then they were greeted by Mr. Davis, the President of the Republic and the Minister of Public Affairs. The aviators were conducted to the Hotel Europa where they were taken care of by the Entertainment Committee.

Major Follett Bradley commanded the flight, the pilots of the planes being Captain O.H. Quinn, Camp. H.M. Smith and Lieut. W.H. Reid. Two expert mechanics came with them - James Gall and V.C. Hawley.

The three valiant aviators making the first international flight from Panama to Costa Rica left Colon (Panama) at 7:40, arriving at David (Pacific) at 9:45 a.m. They then left for Costa Rica, following the coast until they reached Puntarenas. Major Bradley stated that they took a longer time to make the trip because they didn't go over the mountains due to the heavy mist and therefore they went to Puntarenas, then to the East, following the railroad until they reached the field, landing at 12:25. The program regarding flying has not yet been completed, but it is believed that before noon today everything will have been arranged. The program will conform with the general program for entertainment which will begin this afternoon.

The return of the aviators will be on Wednesday, the 2nd, leaving the field about seven or eight o'clock for Panama.

We do not wish to close this article without extending to Major Bradley and his companions our greetings of welcome."

#### A HUNTER'S PARADISE.

Judging from the remarks of our Kelly Field Correspondent relative to the prevalence of game in Texas, it would seem that a certain part of the Lone Star State is a veritable Hunters' Paradise. He says that while it is not his purpose to brag about the hunting ability of the members of Kelly Field, it is confidently believed that more game has been bagged and better hunting obtained than any other field in America. More deer (type 4 logged, white tail, grass and leaf fed, with one or more points) have been killed than ever before in the history of this widely known field. Nearly all who hunted secured the limit and at least everyone who took the trouble to stalk the animals secured at least one of them, the biggest buck for points this season was killed by Lt. McK. Robinson and weighed around 240 pounds, having 10 points. Sergeant Fiering was next with an 8 pointer weighing 180 pounds.

The opening of the hunting season found a small camp "all set" constructed amidst the wilds of Pearsall, Texas. The camp was of a temporary nature, but comfortable and assembled; same was constructed by members of the Attack Group and furnished a starting point on all of the deer hunts in that part of the State. The Group was hospitable in point of invitations and the camp was voted a huge success by all who availed themselves of it. It is estimated that 25 bucks were killed within a radius of 15 miles of said camp.

Touching on the winged tribe of game, our Correspondent states that duck shooting has also been very much better than normally and that numerous parties have been organized and conducted to a successful conclusion. Majors Hickam and Fitzgerald and Captains Giffin and Eubb spent several days on the coast near Bay City and returned with plenty of game. Approximately 100 Mallard ducks and 10 Canadian "Honkers" were the results of the trip. Lieuts. Maughan, Williamson and Fitzgerald left the post at 5:00 a.m. and returning at 10:30 a.m. the same morning had secured the daily allowance of 25 birds each. All were either canvas backs or Mallards. Few teal have been killed this year, although numerous bunches have been reported. Turkey hunting was good for those fortunate enough to secure invitations to hunt same, but due to the fact that practically all of the Turkey country is posted very few hunts were staged. The limit was secured by Lieut. Dick Allsworth in the early part of the season, and it is believed he was the only one to thus distinguish himself. "Dick" has also brought in plenty of ducks and several deer.

#### MORE ABOUT CALIFORNIA CLIMATE.

Yep, they still brag about their climate in Sunny California. No wonder "O Sole Mio" (My Sunshine) is a popular tune of the native sons and daughters. Our Rockwell Field Correspondent states that blizzards, snow, railroads blocked by snowstorms, lines of communication down, airship blown from its mooring mast, etc., are the news items we read while sitting in the shade of the pepper trees this morning in the land of sunshine and flowers, and our hearts go out to the poor birds who have to contend with this kind of weather. Good old San Diego is still holding its own when it comes to climate. The birds are singing and the windows are open to receive the pure, fresh air from the broad Pacific.

#### LIEUT. OAKLEY G. KELLY TRANSFERRED TO PACIFIC COAST

The Dayton combination of Kelly and Macready has been dissolved. The junior member of the firm, Lieut. Kelly, after several months' duty at Mitchel Field, L.I., New York, was transferred to Vancouver Barracks, Wash., for duty.

SLIPSTREAM, published at Dayton, states that Lieut. Kelly will make the latest coast to coast journey in an ocean steamer, requiring about six weeks to complete the trip; that he would no doubt prefer making the trip in the famous old Air Service Transport T-2, with which he and Lieut. Macready flew from New York to San Diego, Calif., in a continuous flight of a little over 27 hours. The slower ocean journey will no doubt be well enjoyed, however, since it will serve as a rather belated honeymoon for the veteran pilot and his bride.

## INTERNATIONAL AIR RACES TO BE HELD IN DAYTON ✓

Dayton, Ohio, the home of the renowned Wright Brothers, who twenty years ago startled the whole world by making the first airplane flight, has been named as the place where the annual aviation classic, the International Air Races, will be held. The usual time - October 2nd, 3rd and 4th has been set.

It is asserted that McCook Field and Wilbur Wright Field, the latter some 7 miles northeast of the city, provide facilities for the event which would cost many thousands of dollars to duplicate even in a small degree. A conservative estimate places the size of the crowd which will assemble to witness these races at about 250,000 people. How to house this immense floating population is a puzzling problem which the people of the City of Dayton, which scarcely boasts of half this population, will have to work out.

The Executive Committee in charge of making arrangements for the races had a meeting recently and appointed 17 different committees having charge of various phases of the work.

Due to its advantageous location in the thickly populated section of the Middle West, it appears quite likely that the aviation classic next fall will prove successful from every standpoint.

Considerably more interest would be attached to the Races if the Executive Committee in charge should succeed in securing the participation therein of expert pilots from other countries.

### 8. CORPS AREA COMMANDER INSPECTS BROOKS FIELD

Brooks Field, San Antonio, Texas, the home of the Air Service Primary Flying School, was recently inspected by Maj. Gen. E.M. Lewis, Commander of the 8th Corps Area, who arrived on the field at 9:00 a.m., accompanied by Col. Preston, Chief of Staff; Col. Gleaves; Col. Hilgard; Col. Culver, Air Officer, and Lt. Moore, aide.

The troops were on the line ready for review, and all the ships were on the line, with hangars and shops ready for inspection. General Lewis first reviewed the troops, which were commanded by Captain Bock, and the party then proceeded to the roof of Hangar 11 and watched the ships take off. About 100 planes took off in three lines, one from each stage, and then proceeded with their regular instruction flying. The student officers were in line in front of headquarters and were looked over by the General, who spoke a few words to them. Inspection of the hangars and stages and the hospital, followed by inspection of the cadet barracks and mess and the consolidated mess ended the morning program, and the party proceeded to the Officers' Club for lunch and found that the Chinamen had extended themselves. After a seven course luncheon, which the party enjoyed, the General and his staff returned to Fort Sam Houston, expressing themselves as well pleased with what they had seen.

### FLIVVER PLANES IN THE INTERNATIONAL AIR RACES ✓

It is proposed to add a new feature to the International Air Races at Dayton next fall. Lieut. H.H. Mills, of the Fairfield, O. Air Intermediate Depot, has been assigned to cooperate with the Dayton DAILY NEWS in regard to the flivver airplane contest which is sponsored by the News and which will be held at Wilbur Wright Field in connection with these races. This contest will be for small, low-powered airplanes only. The officers and civilians at Wilbur Wright Field, as well as the citizens of Dayton, are much gratified at the announcement of the National Aeronautic Association to the effect that Dayton has been definitely chosen as the city in which the races will be held. Roads leading to the field will be paved, and every facility will be provided for the entertainment of the visitors. Mr. F.B. Patterson, of Dayton, the President of the National Aeronautic Association, has appointed Major A.W. Robins as a member of the Entertainment Committee and Lieut. W.S. Hamlin on the Flying Field Committee.

### SUPPLY ARRANGEMENTS FOR WORLD FLIGHT TAKE ACTIVE FORM ✓

Our Wilbur Wright Field Correspondent states that the supply activities in connection with the around-the-world flight have been carefully worked out by Property Maintenance and Cost Compilation, and it is believed that this is the first time a supply program has been devised in such great detail. Spare parts for planes and engines, a fairly complete outfit of tools, small quantities of standard utility parts, and material such as tubing, shock absorber cord, plywood,

and items other than spare parts are being sent to each station on the route of the proposed flight. The spare parts and tools are packed in specially constructed boxes which have been designed at the Fairfield Air Intermediate Depot and built in the Repair Shops. The boxes themselves are constructed of ash, spruce and plywood, so that they may be used for the furnishing of wood for emergency repairs if necessary. Carpenter tools for working up the wood are sent in the tool chests. Tubing and other items which cannot readily be bent are packed with the propellers in lengths of six feet or more. All of the shipments to points east of Calcutta are to be sent from Fairfield to Seattle, where they are to be loaded on shipboard, while all shipments to Karachi, India, and parts west of it are sent to New York. The weight, cubic contents and dimensions of every article have been carefully considered and about 480 separate items are being sent to each station.

#### GENERAL PATRICK RETURNS FROM PANAMA

General Mason M. Patrick, Chief of Air Service, just returned from Panama, where he inspected the Air Service troops stationed there and conferred with the Department Commander, General Samuel D. Sturgis, relative to the air defenses of the Canal Zone. It was unfortunate that the General was forced to return just at this time, for it would have been to the advantage of the Army Air Service for him to have remained in Panama for the joint Army and Navy maneuvers in which the Air Service played a very important role. It was necessary, however, for him to return to Washington in order to appear before the House Appropriations Committee.

#### LIGHTER-THAN-AIR TRAINING FOR AIRPLANE PILOTS

The Training and War Plans Division, Office Chief of Air Service, is desirous of having a number of officers of the Heavier-than-Air branch of the Army Air Service detailed to take the course at the Balloon and Airship School, which will commence about September 15th next and end about June 30, 1925. Announcement is made that a limited number of applications will receive favorable consideration.

Those officers of the Heavier-than-Air branch who are desirous of pursuing the next Lighter-than-Air course at the Balloon and Airship School at Scott Field, Belleville, Ill., should lose no time in filing their applications in due form.

#### HANK RECEIVES SOME AFTER HOLIDAYS GOSSIP.

Dear Old Hank:

As the holidays are over and all the big heads have gone down to normal, and no one is pushing daisies or getting measured for asbestos clothes, the new year looks very promising. I see where the Government is going to have Chinks do K.P. and all the fatigue is going to be done by smokes, and to top it all off the Pinkerton Detective Agency will be hired to take over the guard. Well, we got to spend the money some way, and with the raise the 1st Sergeants' Union asked for the men will be kept busy the best part of the day bucking blackjack or playing barnyard golf.

Yes, Hank, in the movies they do it.

Well, Hank, I got booked for a game of mass bridge with a party of Christian friends last week and we all gave tea to each other. I don't know whether it was the 3rd or 4th round, but I passed out in the 2nd round. Yes, Hank, most everybody brought their own tea.

The Xmas tree for the kids turned out a success with the exception that Santa Claus nearly spilled the beans for himself. As he was coming from the field he placed his hand on a little shaver's head and said "Well, have you been a good little boy since Santa Claus seen you last?" and the little shaver looked up at him and said "Don't kid me big boy". I'll bet that was Captain Davidson's kid, eh Hank?

Got a letter and two dollars from Councihan last week, Hank, and he told me that made us kits for that 3000 marks I let him have. He asked about your sister and wants to know if she still has the habit of spitting on the floor whenever she sees sawdust. Remember how he could pick her out of a dance hall by the highwater mark around her neck, as it was wider than some of the other girls'. Happy days, eh Hank?

Well, your friend Chuck Meloney come in over the holidays with a mess of "Hebrew perch" and said "I like to catch fish but I have an awful time keeping

them from smelling", whereupon our sapolio friend, Mr. Brown, suggested "Why don't you cutt off their nose, Sergeant?" Bright remark, eh Hank.

You know, Hank, ever since the squadrons all got recreation rooms fixed up everybody is more contented like; you don't see so many cigarette butts laying around, maybe because they smoke them closer, and all of the bunch what used to go down to church stay in camp and shoot craps. It seems like home was before prohibition. The bootleggers is going to quit and get a job as a policeman or a street car conductor, as Collins has even stopped drinking corn liquor except as a chaser. Even the noncoms are coming out of it and Hill of Headquarters hasn't had a single good afternoon shuteye for a week. And the boys are writing home more oftener now. Sergeant Cross was watching Private Zeillingwofski write a letter the other day and he says to him "What are you trying to do?" and he says "Writing to my father" and Cross says "Why you can't write"; "what difference does that make, he can't read". But the spirit is there, eh Hank?

The only soldiers here that I can't see any moral change in is the birds in the jug. But you can't blame them, Hank, with Spring coming in February and the grass already startin to grow and the Provost Sergeant getting a carload of lawnmowers and another carload of rakes and sickles. But with all our gladness and sunshine we have sadness too. Captain Guidera was telling us of a lad who had a girl of his dreams, which turned out to be a nightmare, and all because she drinks sumpin afull, so he says, and he cried "Oh, what must I do?" and the Captain says to him "If you're a friend of mine don't stand there bawlin' and asking what to do, marry the girl and find out where she gets it". Always thirsty, eh Hank?

The bull dog you sent us has a very nice way of showing his gratitude by trying to puncture our epidermis with his teeth whenever he feels playful like. If it is all the same, Miss Nelson says for you to not send any more of your pets, Hank.

Well, Hank, as I have been sticking around camp like a flea on a lazy hound dog, I will close and hit the air.

As ever,

Shylock.

P.S. No, Hank, you're all wrong, two optimists are a couple of drunks in a speeding automobile singing "Nearer My God to Thee".

## NOTES FROM AIR SERVICE FIELDS

Kelly Field, San Antonio, Texas, December 22, 1923.

### TENTH SCHOOL GROUP

40th SCHOOL SQUADRON: Very little flying was done by this organization during the past week due to inclement weather.

A Military funeral was held on the 15th for Lieut. Ellis D. Willis, who was killed in a crash on the 14th. Lieut. Willis was the Senior Instructor for the Bombardment Class. Captain McDaniel left Saturday morning, December 15th, to accompany the body of Lieutenant Willis to his home.

Lieuts. Canfield and Umstead made a cross-country trip to Fort Worth on December 15th.

The basket ball team played its first game of the season with the Denver Heights Methodist Church and came out with the short end of the score. The game was all in our favor in the early periods, but by a sudden burst of speed and accuracy, the Methodists piled up too many points to overcome. The score when the final whistle blew was 27 to 19.

41st SCHOOL SQUADRON: Due to inclement weather the energy of this organization was utilized during the past week in reconditioning and cleaning aircraft. Engines were changed in 2 planes and 3 planes were completely realigned. It is contemplated starting the next school course with every plane in condition and, from all indications, our hopes will be fulfilled.

42d SCHOOL SQUADRON: Inclement weather interfered this week with flying. Only 49 hours and thirty minutes were obtained by planes flown from this squadron. This time includes two cross-country flights: 1 by Lieut. Cannon to Houston, Texas, and return, on December 19th; the other to Orange, Texas, and return, by Cadet Fleet on December 17th.

One of our planes is at Brooks Field being equipped with new instruments, which will be tested for the Air Service on a cross country flight to Boston, Mass.

43d SCHOOL SQUADRON: Flying for the week consisted of test flights in MB3A's, SE5A's and transition in Sperry Messengers. All instructors, student officers and cadets returned from Ellington Field, Texas, December 17, where a course in Aerial gunnery with pursuit planes was held; an excellent record was made by all students and not an accident reported. Lieut. Strickland was left in command of the enlisted men ferried over in NBS1's to take care of the planes during the course. Due to rainy weather the NBS1's were not able to take off to bring them back.

68th SERVICE SQUADRON: The Engineering Department of the organization is undergoing a reorganization. The usual duties have been performed, however.

This organization is at full strength at the present time and, in addition, is carrying 8 recruits attached for duty.

### THIRD ATTACK GROUP

8th ATTACK SQUADRON: Due to the very inclement weather during the past week there were practically no flying operations within this organization.

On December 10th, Lieut. Crocker proceeded on Airway flight from this station to St. Louis, Mo. He encountered very inclement weather during almost the entire flight, and returned on December 15th.

During the present lull in flying this organization reconditioned and repaired all planes that were in a repairable condition and repainted the interior of the hangars and equipment in same.

13th ATTACK SQUADRON: Very little flying was done from this squadron during the past week due to inclement weather. The Engineering Department was kept busy repairing planes which were out of commission and installing new equipment.

Lieut. Wheeler with Private Bright as passenger, crashed a short distance out on the Blanco Road yesterday. Neither were hurt in the crash but the plane was burned.

25TH ATTACK SQUADRON: On December 17th, the officers of this organization participated in group formation in bombing practice. The targets were large circles laid out on the bombing range northwest of Kelly Field and were attacked and bombed in group column. After each plane had made three attacks and bombed the target at each attack the Group landed in formation.

Very little flying has been done by this organization, the flying field being a regular lake since the rainy season set in.

Lieut. Edward Johnson of Mitchel Field, New York, arrived on the field and will take an airplane, DH4B, from this squadron to Langley Field, Va.

During the past week all men on duty in the hangars received instructions in rigging and in motor disassembly and assembly.

90TH ATTACK SQUADRON: Due to inclement weather, most of the time was devoted to cleaning the hangars, planes and motors, very little flying being done.

Lieut. Andrews flew to Pearsall, Texas, carrying Lieut. Moore as passenger.

On December 15th, a group drill was held on the parade grounds. This squadron took part and after the drill an inspection was held of the barracks and equipment of the men. The same day, Lieuts. Gaffney and Robinson of the 3rd Attack Group Headquarters, made cross-country flights to Pearsall, Texas, using 2 planes belonging to this squadron.

90TH SERVICE SQUADRON: Lieut. Beverley, accompanied by Lieut. Jett as passenger, made a cross-country flight to Pearsall, Texas, December 15th, and returned the 17th.

Kelly Field, San Antonio, Texas, December 29, 1923.

#### TENTH SCHOOL GROUP

FORTY-FIRST SCHOOL SQUADRON: Activities of this organization during the past week were practically nil, due to the holiday period.

An alert crew was kept on duty during the working hours of each day to take care of the planes going and returning from cross-country flights.

FORTY-SECOND SCHOOL SQUADRON: Flying this week totaled 36 hours and 25 minutes for planes in this squadron. Eleven of our planes are on cross country; five to St. Louis, Mo., and the others to El Paso, Waco, Dallas and Houston, Texas. Practically no flying was done other than cross country missions during the holiday period.

Our Christmas dinner, which was even more complete than the elaborate dinner given Thanksgiving Day, was a great success. Our guests included Captain and Mrs. Hopkins, Captain and Mrs. Wilson, Lieuts. Biggs and Chapman and Mr. and Mrs. Lauterstein. The impromptu speeches made by Captains Hopkins and Wilson, Lieuts. Biggs and Chapman and Mr. Lauterstein added to the spirit reflected in the highly decorated dining hall.

FORTY-THIRD SCHOOL SQUADRON: Flying for the week consisted of ferry and test flights in Voughts and Sperry Messengers. A Sperry Messenger was exchanged with Brooks Field for a Vought.

There was very little flying during the week due to the Christmas holidays.

Lieut. Strickland with Technical Sergeant Williams is on cross-country to Birmingham, Ala.

SIXTY-EIGHTH SERVICE SQUADRON: The Engineering and Supply Departments of this organization were closed down during the past week, due to the Christmas holidays, only one man being on duty in each department to take care of routine matters.

The Squadron enjoyed a fine dinner Christmas Day, at which the non-commissioned officers' families and friends of members of the organization were present.

#### THIRD ATTACK GROUP

EIGHTH ATTACK SQUADRON: Due to the inclement weather during the past week and the beginning of the Christmas holidays there has been practically no flying within this organization.

On Monday, December 24th, Lieut. Baez left for Langley Field, Va., in plane No. 68129. This officer recently ferried a Martin Bomber to this station from Mitchel Field.

The present lull in operations gave the organization an opportunity to repair and recondition all planes of this squadron.

TWENTY-SIXTH ATTACK SQUADRON: On the 24th Lieut. Edwin Johnson of Mitchel Field with Private Foster of the 49th Bombardment Squadron of Langley Field as passenger, left for Langley Field in a DH4B plane from this squadron.

Christmas Day was observed throughout the field with fitting ceremonies and the usual Christmas dinners. All members of this squadron and their friends participated in the practice of eating turkey.

SIXTIETH SERVICE SQUADRON: Captain Bubb, Airway Control Officer, in one of the airway planes assigned to the 1st Wing Headquarters Detachment, left here December 26th on a cross country flight to Bay City, Texas.

NINETEENTH ATTACK SQUADRON: No flying has been done this week due to the holiday period. A large percentage of the enlisted men of the organization took advantage of the holidays and returned to their homes, some on three day passes and others on furlough. Those who remained enjoyed themselves hunting, etc.

Brooks Field, San Antonio, Texas, January 8.

All of the cross-country flyers and people on leave during the holidays returned, with the exception of Sergeants Colby and Kelly, who have by this time reached the northern part of Texas, and Lieut. McCoy, whose leave has not expired.

Captain Bock and Sergeant Mitchell made a trip to Chicago, from which point Sergeant Mitchell took the ship to Detroit, picking up Cap. and Bock on the return trip. Sergeants Newcomb and Susenhiel made the trip to Detroit. Lieut. McCormick soloed a D.H. to Columbus, Ohio and return. Lieut. Woolsey and Sergeant Long took a D.H. to San Diego and return, as did also Lieut. Dawson and Sergeant Hoijer. Lieut. Weddington, who was here on temporary duty with part of his Photo Section, flew to El Paso for the holidays, and is now once again in the Brownsville district taking pictures.

After the return of all of these trusty flying pilots, the Club has been full of the wonders of winter flying in the South. Many books might have been written concerning the tales that were told about braving the rigors of the winter climate in a D.H. - Low flying thru clouds and mist; hedge hopping to Belleville; stranded at Springfield; ran out of gas at Fabians; dust storm at Tucson; couldn't get over the mountains; "Rockwell repairing my ship must stay another three days" are only samples that show some of the few high spots on the stories told by these intrepid birdmen, explaining some of the reasons why they didn't get back on time.

The Ground School was almost a total wreck during the holidays, inasmuch as Lieut. Chauncey went on leave to dear old Ada, Oklahoma, and Sergeant Kelly spent the holidays navigating the ship for Sergeant Colby. However, by placing a special guard over the department, all efforts of the students to steal the equipment of that department were frustrated. Sergeant Kelly on his departure, loaded down the rear cockpit of the D.H. with so many instruments and maps, that the ship was unable to take off, and it was necessary to drain some of the gas.

During the past week Lieuts. Breene and Pitzer made a cross-country flight to Laredo and return. Despite the poor service of the mechanic during the flight the trip was successful.

Brooks Field, San Antonio, Texas, January 14.

The present flying class had its first fatality when Cadet W. S. Winter died on January 10th, from injuries received in a crash the previous day. Cadet Winter was soloing at the time and from the testimony of witnesses it appears that he fell into a spin from which he was unable to right himself. Lieut. G. W. Hartwell, an officer student, crashed on January 10th, but altho his plane was totally washed-out, he received only very minor bruises. On Saturday, Lieut. Haddon piloted Lieut. Twining while the latter scattered the ashes of Major Gardner, a field artillery officer, who died and who had requested in his will that his remains be disposed of in that manner.

During the week Captain Bock, Lieuts. McDonald, Dawson, Woolsey and Sergeants Mitchell, Colby, Kelly and Newcomb returned from long distance cross country flights made for winter flying training purposes.

Old Kelly and Brooks Field pilots will be interested to hear that arrangements have been made to lease Yturri Field, for use as a student landing practice field. It has been in use for years, but hitherto its use was only possible thru the courtesy and kindness of Mr. Yturri. During the week a Board met to examine candidates for Flying Cadet status. Some twenty likely looking candidates appeared before the Board.

The Ladies' Bridge Club met as usual on Thursday afternoon, with Mrs. Wolfe and Mrs. Umstead acting as hostesses. Other social activities at the Post still being held in abeyance pending a more complete recovery from the belated holidays.

#### San Antonio Air Intermediate Depot, Kelly Field, Texas, January 4.

During the month of December the Engineering Department overhauled, repaired or remodeled 13 DH-4-B's, 11 JN-6-H-A2's, 1 SE-5-A, 3 TMB-3-A's, 2 TMB-3-M's, 15 Wright-A-2's, 31 Wright-I's, 2 Wright-E's, and 1 Liberty 12-A, besides repairing a large number of accessories and manufacturing a considerable number of spares.

The officers and employees and their families celebrated Christmas Eve with a Christmas party at the Service Club, where a large and gaily decorated Christmas Tree was erected. Mrs. Derwin Lackland and the other ladies of the Post acted as advance agents of Santa Claus, who arrived by airplane, after many rumors of delay, in time to distribute presents and candy to more than four hundred children.

Captain Otto J. Langtry, J.M.C., Mrs. Langtry, and son, arrived December 20th from Fort Douglas, Utah, Captain Langtry's former station, for permanent assignment of Captain Langtry as Quartermaster of the Depot. Captain Langtry and his family arrived by motor after an arduous trip. Heavy rains all over the Southwest made the trip very difficult, and in a great many places they were forced to delay a day or two at a time, due to impassable roads.

On December 12th Major Lackland and his mother entertained at dinner Major and Mrs. Ross Rowell, and Major and Mrs. Oscar Westover. Major Rowell, of the United States Marine Corps, and Major Westover, have finished the Advanced Flying at Kelly Field, and are about to leave for their new stations. After dinner, Major and Mrs. Frank Andrews, Mrs. C. J. Browne and Lieut. Leland Andrews called, and the remainder of the evening was spent in bridge and mah jongg.

On New Year's Eve the employees of the Depot gathered at the headquarters of the Civilian Club and danced the Old Year out and the New Year in. The rooms were decorated with holly, colored lights, and long festoons of Spanish moss. The scene suggested a gathering of gaily clad merry-makers in the moonlight under a group of live oak trees. The Kelly Field band under the direction of Mr. Louis Witte furnished excellent music. Miss Bonita Finney gave Italian and Russian dances interpretative of the respective national characteristics. Miss Finney is a student at the State University at Austin, and had as her guests at the party a number of her college mates.

Major Frank D. Lackland and Lieut. Charles M. Branshaw returned Sunday from a five days' deer hunt along the brakes in the Lucky Bottom, south of Honda. The weather was fine, the camp site was almost ideal, with an abundance of firewood and good water, and the game was plentiful, but the Goddess of the Chase withheld her favor. Upon their return the hunters had a fresher look and returned to their duties with renewed enthusiasm. They said they had enjoyed the rough fare, the hunting, and the evenings around the camp fire listening to the howl of wolves and the weird sounds of wild life. Lieut. Edward M. Powers was a member of the party when it left, but word was received here within a few hours after its departure that his mother, in Illinois, was so seriously ill as to require his presence. Lieut. Myron R. Wood carried the word to him, arriving at the hunters' camp at three o'clock in the morning, after a long search over rough and nearly impassable roads. Lieut. Powers returned with Lieut. Wood and left for his mother's home by rail. Further word of the condition of Lieut. Powers' mother has not been received.

Open house was kept by Lieut. and Mrs. Kenneth C. McGregor Christmas Day. All the officers and ladies of the Post called, and the compliments of the season were exchanged. Captain and Mrs. Otto J. Langtry met for the first time most of the people of the Post. A buffet luncheon, to which the guests helped themselves, consisting of turkey sandwiches, coffee, fruits and nuts, was very much enjoyed.

Major Frank D. Lackland and his mother held open house New Year's Day. Officers and ladies of the Post, and friends from the other camps and the city,

called to pay the compliments of the season. A buffet luncheon, which the guests enjoyed, consisting of the usual delicacies of the season, was set on tables and a broad sideboard.

Almost continual rain, from the 7th of December up until Christmas, prevented practically all flying during this period. Overhauled and rebuilt ships accumulated in large numbers, filling both the Test Hangar and the large Assembly Hangar. As every ship repaired and rebuilt at the Depot is flight-tested, and then given from two to three hours in the air, before delivery to the Fields, with the limited number of officers on duty at the Depot and the fact that their normal duties demanded most of their time, the question of giving these ships time in the air was quite a problem. Major Royce, Commanding Officer of Brooks Field, hearing of our jam, helped us over the "hump" by sending over four of his pilots, on January 3d.

Phillips Field, Aberdeen Proving Ground, Md., (Activities, Dec. 30, 1923 to January 20, 1924.

Cross-country flights by officers and enlisted pilots of the 49th Bombardment Squadron were made to and from the following stations: Bolling Field, D.C.; Langley Field, Va.; Langin Field, Moundsville, W.Va.; Fairfield, Ohio; Logan Field, Dandalk, Md.; Mitchel Field, Long Island, N.Y.; New Castle, Delaware; and Fredricksburg, Va.

Practical work on Airship Rigging, Airship Motors, Motor Transportation, Radio, Battery, Repair and Carpenter work is being carried on by the enlisted personnel of the 18th Airship Company. Bombing is discontinued for the present due to the fact that the Airship TC-2 is out of commission on repairs on the car of the ship.

The 18th Airship Company, 49th Bombardment Squadron and the 59th Service Squadron, Ordnance Companies and Post Officers are hard at work developing basket-ball teams to participate in the Third Corps Area championship. The Aero Squadrons are out to swap the 18th Airship Company for having won the annual Post foot-ball championship last fall.

Wilbur Wright Field, Dayton, Ohio, January 8.

On January 4, Lieuts. L.H. Givins, C.H. Mills, and L.N. Eller arrived at Wilbur Wright Field in a Martin Bomber. Lieut. Gibbons and Lieut. Mills took the Bomber back to Chanute Field on the same day, while Lieut. Eller ferried a DeHaviland which was overhauled in the Repair Shops at Wilbur Wright Field.

Captain Henry Pascale returned on January 6 from a two-weeks' leave, which was spent at the home of his parents at Omaha, Nebraska.

Lieut. E. C. Whitehead, Supply Officer at Selfridge Field, arrived at Wilbur Wright Field by air on January 4, returning to his home station on January 7th.

The Repair Shops at Wilbur Wright Field were closed from December 22 to January 1. They reopened at full strength on January 2, and from present indications it would appear that the year 1924 will be the best since the Shops were first established.

On December 31, the Officers at Wilbur Wright Field gave an elaborate New Year's party at the Officers' Club. Many invited guests from McCook Field and from Dayton were present. The Club was decorated in midnight blue and gold. At the hour of 12, noise-makers of many kinds were brought into action; the figures "1 - 9 - 2 - 3" over the fire place gave way to "1-9-2-4"; and the new year was welcomed with appropriate ceremonies. Preceding the dance several informal dinner parties were held. Among those who entertained at dinner were Lieut. and Mrs. E. R. Page and Lieut. and Mrs. F. P. Kenzy.

For the past several years, the Midway Collegians have been representing Wilbur Wright Field in basket ball, and have been known as the Wilbur Wright Flyers. Three games have thus far been played during the present season. All three of these games were won by the Wilbur Wright Flyers and the total of these scores has been: Wilbur Wright - 155, Opponents - 61. The attendance is now sufficient to allow the booking of teams of the highest class, and some very good future attractions are promised. On Jan. 8, the above mentioned Club defeated the National Cash Register Team by a score of 45 to 26. This was one of the fastest games ever witnessed on the local court. Preliminary to the game, the Wilbur Wright girls team lost a hard-fought game with the National Cash Register Girl's Team by the score of 11 to 6.

Rockwell Air Intermediate Depot, Coronado, Calif., January 4.

The Rockwell Field Welfare Association held its first entertainment Saturday night, December 29th in the Fraternal Brotherhood hall, San Diego, and a good time was had by all. The party opened up with a short talk by A.D. Penney, Chief Clerk of the Depot, who explained in detail what had been done by the association since it started and what it should do during the coming year in order to keep it to its present standard of efficiency. Following Mr. Penney's talk the guests were treated to a bass solo by Mr. O. Rinde of the Southern Trust and Commerce Bank of San Diego, who won the hearts of the music lovers present by his deep, clear voice and pleasing personality.

Mr. Springer, chairman of the program committee and one of Rockwell Field's noted songbirds, gave several baritone selections which were highly appreciated. Mr. Springer never lacks an audience when it is known that he is to sing. Following Mr. Springer's solos, Mr. Seth Crawford, the retiring president of the association gave a brief talk on the merits of the welfare association and cited many instances where the members have been greatly benefited by the organization. After Mr. Crawford's remarks, a piano solo was rendered by Miss Ila Miller, who, by the way, accompanied the songbirds of the evening.

Mr. Lee, the new president of the association gave a brief outline on what he hoped to accomplish during the coming year and, as Mr. Lee is a bright young man and a hustler in the capacity he holds in the Aero Repair at the Depot, it is thought by all that, with the proper support of the members, he will continue the good work his predecessor has diligently striven to maintain.

A humorous reading by Mr. C. P. Hoffman, also an employee of the Aero Repair Section, was rendered in a pleasing manner, thus demonstrating his ability as an entertainer. Miss Agnes M. Casey, Order Clerk, for the Supply Division at this Depot, who has made quite a reputation for herself during the past year as a contralto soloist, completed the program for the evening by rendering two vocal selections, which brought forth many complimentary remarks from the outside guests who had never had the opportunity to hear Miss Casey previously. Refreshments were then served, after which all present joined in dancing until the lateness of the hour compelled them to depart for their homes, conscious of the fact that the Welfare Association of the R.A.I.D. is an Air Service organization, striving to help maintain the reputation of the Air Service in this community.

After the inspectors got through with Lieutenant Clinton F. Woolsey's ship, which he piloted from Brooks Field, with Sgt. Long as passenger, during the holiday week, into the salvage it went. Survey reports were made out and the Lieutenant was given a completely overhauled DH4B to make the return trip to Texas, leaving this date for Brooks Field, his home station.

The Post Adjutant, Lt. V. Mine, A.S., who for the past year and one-half, has been riding about in an Essex coach, surprised the Headquarters bunch this week by appearing on the job in a new Marmon, five passenger car, while Capt. W. M. Randolph, who has been running the wheels off Rickenbacker Sedans, blossomed out in a new Tudor Ford Sedan, which might mean that the Post Adjutant is somewhat of a bridge player.

Air Service Officers' Assn., 6th Corps Area, Chicago, Ill.

Major Philip G. Kemp, Commandant of the 319th Group (Attack) Air Service was elected a Director of the Army and Navy Club of Chicago.

Capt. Kenneth T. Price, commanding officer 470th Attack Squadron, has been appointed chairman of the Welfare Committee of the Air Service Officers' Association, and with members of his committee is holding evening meetings for the purpose of instructing officers requested to appear for promotion.

Capt. Dallas M. Speer, engineering officer, 319th Group (Attack) has returned from McCook Field where he completed a three months' course of training at the Engineering School.

The Air Service Officers' Association, Sixth Corps Area, holds regular monthly dinners and meetings on the first Monday of each month at 6:30 p.m., at the Army and Navy Club, 1050 Lake Shore Drive, Chicago. A short, interesting program is always arranged. After the program the various organizations of the Organized Reserve hold individual meetings.

Camp Nichols, Rizal, P.I., December 8.

Captain Hanley, Lieuts. Batten, Gullet and Walker left Tuesday for Zamboanga, Mindanao by boat, to be present at the carnival at that place. The planes were disassembled and shipped by boat from Manila and will be flown direct to Camp Nichols.

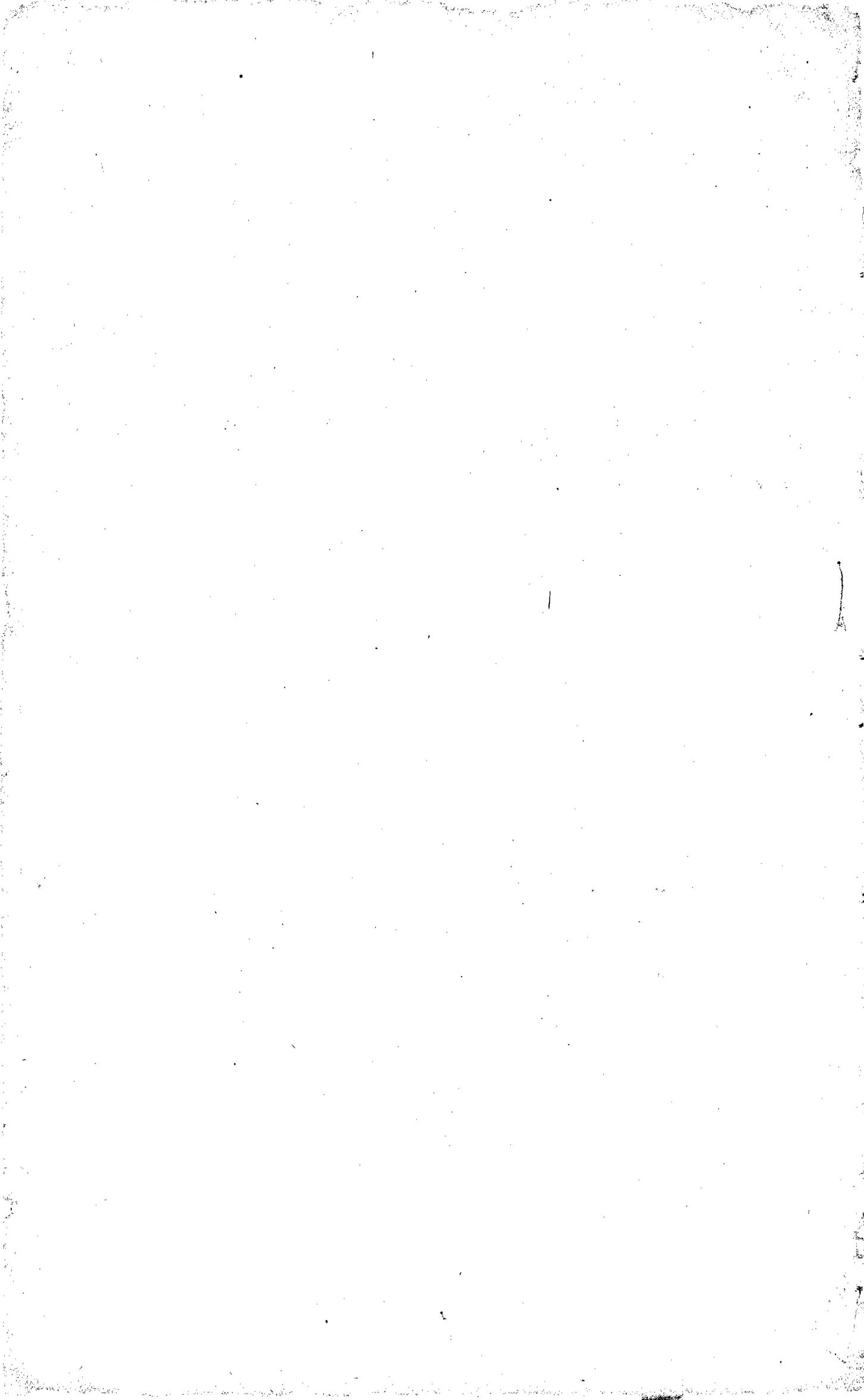
Captain R. Beam assumed command of the 28th Bombardment Squadron December 2, relieving Captain T. J. Hanley, Jr., who returns to the United States January 9th.

Lieuts. Aldrin and Nutt returned to the Post from a very enjoyable trip through the Southern Islands, via Navy Destroyer "Barker".

1st Lieut. Palmer wishes it known to the Air Service at large that he now holds the degree of "Civil Engineer" or at least that he can properly carry a transit or start, running a level while standing still.

Lieut. Hicks desires to apologize to Lieut. Weddington for recent erroneous entries relative to the bellicose propensities of certain alligators and crocodiles in Mindoro. These stories should have been debated to a Spanish plantation owner instead of Lieut. Weddington. My apologies, Harry.

The Post Ball Team spent the week-end at Cavite, playing the fast Navy Team and split a two game series with them, the second game being pitched by the Star south-paw twirler, a member of the 6th Photo Section and although the game was won by the Navy team a great deal of credit should be given to Red Soelter for his efforts.



Information Division  
Air Service

February 21, 1924.

Munitions Building  
Washington, D.C.

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

FOR RELEASE February 25, 1924.

**METEOROLOGY FOR AVIATION - A NEW SCIENCE**

By our McCook Field Correspondent

A recent addition to McCook Field is the Meteorological Branch, which will function as an arm of the Equipment Section. This Branch, which has in charge the development of the meteorological program of the Air Service, a program of experimentation and the instruction of officers in the work, is headed by Major W.R. Blair. Captain J.C. Van Ingen, Lt. Jesse E. Canary and Lt. Albert Svirha form a class of student officers in this work under Major Blair, and when their courses of study are completed, they will be placed in charge of other meteorological stations, some of which are to be established at Crissy, Scott and Kelly Fields and Fort Bliss, Texas.

With the growth of cross-country and night flying, the need of more nearly accurate and constant knowledge of the meteorological conditions existing in the upper air has been definitely recognized. Flyers setting off on long flights should be able to ascertain the wind direction and speed at different elevations, the storm areas and the heights and depths of the storms along the courses they plan to fly, so that proper provision for flying to the best advantage, at the best elevation, or for correction of the courses may be made.

Stations for recording some of these conditions have already been put in operation along some of the airway routes, but there will have to be many more before the service is adequate, and with much better equipment. Each of these stations, besides supplying information to the flyers in its own locale, radiotelegraphs its observations to Bolling Field several times a day, from which pivotal point the information is supplied to anyone requesting it for flying purposes. The problem of obtaining surface meteorological conditions is solved easily enough. A group of wind vanes on the top of a building indicate the wind direction and speed. The rainfall to a hundredth part of an inch is also determined by two tiny balanced buckets, which alternately catch the water as it falls, the one spilling as the other fills. These vanes and buckets connect electrically with a quadruple register inside the building. This register is a class-encased group of stylographic markers which record the rainfall, the sunshine, the wind speed, and the wind direction at the earth's surface. Other instruments which supplement this information indicate the air pressure, the temperature and the humidity?

Information concerning the upper air, however, has not been so simple to obtain. The present method of finding out the wind speed and direction in these stratas, while faulty, is the best that has been devised to date. Small balloons made of pure rubber are inflated with hydrogen and released into the air. They rise at an approximate speed of 200 yards per minute. After attaining a height of from two to six miles, owing to pressure differences, they burst. But during flight they are observed through a theodolite, an instrument in appearance not unlike a surveyor's sextant, by which the exact elevation and azimuth of a balloon is obtained. By taking these observations at different periods of time and ascertaining the exact location of the balloon at each period, the wind direction and speed is found. Larger balloons which have been sent up sometimes travel to a height of twenty miles before bursting. Experiments have been performed by attaching to these balloons a recording instrument called a meteorograph, rigged with a parachute, so that when the balloon burst this instrument would drift safely back to earth with its readings. There was this disadvantage, however. These parachutes would drift from fifty to one hundred miles away and by the time the instrument was returned to its base the news was too old to be of current service, though of great value for research purposes. It was through such experiments as these that Major Blair was lately enabled to supply information to the Instruments Branch as to the temperature Lieut. Macready would encounter on his last altitude test, if he reached an elevation of from forty-five to fifty thousand feet. More might be written on the peculiar behavior of temperature at ex-

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treme altitudes, but that will have to be another story.

The present balloon method of obtaining current wind data suffers from the great drawback that these balloons cannot always be watched. They may be followed to any height in a clear sky through the theodolite, but they are completely hidden in a layer of clouds. And the wind speed and the direction above a cloud strata is the very information a flyer most desires on taking off for a long flight. To be constantly able to get these above-the-clouds readings is one of the problems with which the Meteorological Branch is at present concerned.

Besides some method of definitely and continuously knowing the wind speed and direction above the clouds, it is desired to devise some way of learning from the ground the heights and depths of the clouds, and some way of developing upper air wind and weather maps for forecasting. These problems imply an upper air platform for experimental purposes. Just what form this platform will take has not definitely been decided.

Another proposed project is a thorough research along the lines of atmospheric electricity to determine the chances of an airplane or a hydrogen-filled balloon being struck by lightning. It is also desired to learn whether the difference in potential between the air stratas at the top and bottom of a hydrogen-inflated balloon is great enough to strike a spark. Major Blair in making experiments along this line discovered the difference in potential between a kite and the ground to be from 3000 to 10,000 volts. He has sometimes observed it to be as high as 100 volts per yard, which it would seem might be sufficient to create such a spark.

If all plans carry, the Meteorological Branch promises to be a busy place for the next twelve months. That it is a most important work, one that will prove of untold value in the development of commercial aviation and the Air Mail Service as well as to Army and Navy aviation in cross-country and night work is not to be gainsaid.

#### THE NATIONAL ELIMINATION BALLOON RACE ✓

For the purpose of selecting contestants to represent the United States in the Gordon-Bennett International Balloon Race, which will be held in Belgium on June 15, 1924, the National Elimination Balloon Race will be held this year on April 23rd at San Antonio, Texas. The Race will be open to all persons qualified under the present regulations of the National Aeronautic Association of the United States, using free balloons ranging from 31,818 to 77,691 cubic feet capacity. Six prizes will be awarded, viz: 1st Prize, \$1,000; 2nd, \$800; 3rd, \$600; 4th, \$300; 5th, \$200; 6th, \$100.

Lieut.-Colonel C.C. Culver, Air Service, Air Officer of the 8th Corps Area, Fort Sam Houston, Texas, is the Race Executive to whom all entries for the Balloon Race will be made. These entries must be submitted between March 15th and 29th, 1924. All entries received subsequent to that time will only be accepted with the written consent of all the other contestants. The number of entrants is limited to 10, subject to increase under certain conditions to 14, and selection will be made in the order of entries received. All pilots must be holders of a certificate from the Federation Aeronautique Internationale and, in addition, the annual license as issued by the Contest Committee of the National Aeronautic Association.

In the opinion of balloonists, the 1924 National Elimination Balloon Race should be one of the greatest of the year's air events and the greatest balloon contest ever held in this country, basing this on the fact that a large distance record is possible; that the element of danger is not so great as it might otherwise be; that there is intense enthusiasm for aeronautics in Texas; and that San Antonio has a splendid supply of gas for filling the balloons.

It is expected that the winner of this year's event will land somewhere in the Great Lakes region, perhaps even farther north.

#### MOTION PICTURE FILMS AND SLIDES FOR EDUCATIONAL PURPOSES. ✓

To aid officers of the Air Service, Regular Army, on duty with Reserve and National Guard organizations in their instruction program, the Information Division, Office Chief of Air Service, is prepared to forward to them slides and motion picture films, many of which will undoubtedly prove of great assistance in the work of building up their units. It is believed that the use of this material will aid greatly in the maintenance of morale and the creation of a feeling of closer contact among the officers of Reserve and National Guard organizations. Letters will be sent to all Air Service officers of the Regular Army on duty with

these organizations apprising them of the matter and furnishing them with a list of such slides and films. Arrangements have been made to transport these slides and films on Government Bill of Lading.

PRAISE FROM "SHENANDOAH" COMMANDER.

Captain Anton Heinen, pilot of the Navy Airship "Shenandoah" on that exciting night of January 16th when she broke loose from her mooring mast in a howling gale and was buffeted by the elements for nine hours before she made her home port again, wrote the following letter to Lieut.-Col. Chalmers G. Hall, formerly commanding officer of Scott Field, but now taking rigid airship training with the Navy at Lakehurst, N.J., commanding the conduct of Staff Sergeant Olin Brown, Air Service, who was aboard the airship on that flight:

"My dear Colonel Hall:

I take the greatest pleasure in writing you about the splendid man, Sergeant Brown, who was on board the Shenandoah during our storm flight on January 16th. I had no chance to see and watch him before that time, and hear that he had no experience on the wheel of a rigid airship before that time. I admire the way he was on the job during the most trying time we had to go through. His calmness, his unceasing attentiveness and cheerfulness made him one of our most valuable assets during the flight, the more so as we had no relief for him, except myself, that we had to depend on his loyalty, and even his bodily resources more than could be justified under other circumstances.

I sincerely believe that he deserves all the advantages that might come as a reward out of this trip. One thing I can personally say is that he certainly need not pass any more examinations or bring more ample proof as to his ability to fill in a position on a rigid airship.

I am glad to write this letter, recommending a member of your force, so much to the credit of it.

Yours very sincerely,  
Captain Anton Heinen."

Sergeant Brown was trained in the Balloon Observers School at Ross Field, Arcadia, Calif., and at the Airship School at Langley Field, Va. He is a 2nd Lieut. in the Air Service Reserve and has been on duty in the Engineering Department at Scott Field and as a flight instructor in one-man ships. He is one of the noncommissioned officers of the Air Service taking training at Lakehurst, N.J.

NEW SEAPLANE LAUNCHING EQUIPMENT INSTALLED AT KINDLEY FIELD

A railroad track has been constructed at Kindley Field, Fort Mills, P.I., in order to launch seaplanes. Formerly concrete ramps were used, but rough water destroyed them. Wooden ramps were next used, but due to their weight it was almost impossible to launch seaplanes and when launched they could seldom be returned to hangars without serious damage. With the installation of a track and car system, launching troubles have ended. Four seaplanes have been launched within thirty minutes. The typhoons do not seem to affect the track at all.

A track has also been constructed on the north side of the island leading to the balloon hangar. This will enable a seaplane to be kept there during the typhoon season when it is usually too rough to launch planes from the south side of the island. Due, however, to the proposed closing of the field within a year, it is doubtful if it will ever be used. It is, nevertheless, a splendid construction job.

SUPPLIES FOR THE AROUND THE WORLD FLIGHT

The first shipment of supplies for the World encircling flight to be started next month left the Fairfield Air Intermediate Depot on the evening of February 4th. The shipment went by freight to Seattle, where it will be transferred to a ship which will sail on March 1st for Alaskan ports. This shipment consists of three consignments, one of which goes to Sitka, another to Dutch Harbor, Unalaska, and the third to a settlement known as Chicagoff. The last named place is a small fishing settlement on Attu Island and is one of the most remote places in the U.S. territory which is inhabited. Attu is one of the Aleutian

Islands. The next shipment to be sent by freight to Seattle left Fairfield on February 5th. From Seattle the material will be transferred to steamships. This shipment comprises supplies for the following points: Amoy, Yokohama and Nagasaki, Japan, Shanghai, China; Saigon, French Indo-China; and Calcutta, India.

There are three Liberty engines in the Alaskan shipment and 12 Liberty engines in the other shipments. These engines are in the best possible condition and are available for instant replacement if they should be needed by the Round-the-World flyers. In addition to these complete engines, the shipments contain everything that might be needed in the way of tools, emergency supplies and replacement parts. All of the boxes are protected by specially prepared covering so that they will not be damaged by the ocean voyage. Each shipment contains one tool box which, when opened, forms a convenient work bench. The location of every item in the tool box is indicated in the diagram on the cover.

In addition to the tools and replacement parts that have been shipped from Fairfield, several boxes of airplane spare parts have been shipped direct from Santa Monica, Calif., to Seattle, and they will be loaded on the same boats with the Fairfield shipments. The airplanes which will be used in the Round-the-World Flight have been manufactured at Santa Monica.

The Advance Officer for the Round-the-World Flight who is looking after all the details in Alaskan territory is Lieut. Clayton L. Bissell. When last heard from he was at Prince Rupert, British Columbia.

#### MECHANICS CHOSEN FOR WORLD FLIGHT ✓

The following aviation mechanics have been tentatively selected for the Round-the-World Flight, to start from Los Angeles March 15th next. They have been ordered to report immediately to Langley Field, Va., for intensified training for their respective duties:

Technical Sgt. Arthur H. Turner of the 91st Observation Squadron at Crissy Field, San Francisco, Calif.

Staff Sgt. Henry H. Ogden, 57th Service Squadron, Selfridge Field, Mt. Clemens, Mich.

Staff Sergeant Alva L. Harvey of the Air Service Technical School, Chanute Field, Rantoul, Ill.

Staff Sergeant Abraham L. Heiney of the 99th Observation Squadron, Bolling Field, Anacostia, D.C.

Four other mechanics will soon be designated for the same training. From the eight, four will be chosen to accompany and care for the four planes to be used on the world-encircling flight, the remaining four being held available as alternates in case of sickness or accident.

#### RADIO ON THE ROUND-THE-WORLD FLIGHT ✓

The Radio call letters WYZ have been assigned by the Chief Signal Officer to the Army's round-the-world flight for use should the Commanding Officer thereof desire to utilize radio equipment during the flight across the Atlantic. The equipment will, if installed, operate upon the commercial wave length of 600 meters for the purpose of communicating with shipping and commercial shore stations.

Radio will not be used on this flight until the planes reach England, because of the weight of the equipment. For the hop across the northern Atlantic, however, a transmitter will be installed at Hull, England, with a non-synchronous rotary spark of approximately 200 watts range, plane to ground, 100 miles, and a super-heterodyne receiver, both of which will weigh slightly less than 100 pounds, including spares and a single weighted trailing wire antenna.

#### ARMY AIR SERVICE CONTRIBUTES SUBSTANTIAL SUM TO ARMY RELIEF ✓

As a result of flying exhibitions held at various Air Service fields last fall for the benefit of the Army Relief Society, the Chief of Air Service was enabled to forward to the President of that Society a check for \$59,814.90. Flying exhibitions were held at Selfridge Field, Mt. Clemens, Mich.; McCook Field, Dayton, Ohio; Langley Field, Hampton, Va.; Logan Field, Baltimore, Md.; Maxwell Field, Montgomery, Ala.; Scott Field, Belleville, Ill.; Mitchel Field, N.Y.; Kelly Field, San Antonio, Texas; Bolling Field, Anacostia, D.C., and Chanute Field, Rantoul, Ill.

General Patrick desires to express his appreciation for the excellent for the excellent manner in which the several exhibitions were conducted and the enthusiasm

manifested in raising such a substantial sum for the Army Relief Society; also, that the type of flying performed and the cooperation of the personnel of the respective Air Service stations did credit to the Air Service and has brought many favorable comments from influential citizens.

The following letter of acknowledgment was received by the Chief of Air Service from Mrs. Henry L. Stimson, President of the Army Relief Society:

"My dear General Patrick:

I beg to acknowledge with deepest appreciation the receipt of your kind letter containing the check for \$59,814.90 - a truly magnificent gift of the Air Service to the Army Relief Society. The accomplishment of the Air Service in raising this large sum is magnificent. It will be difficult indeed for any other arm of the service to surpass or equal it.

We congratulate most heartily the commanding officers of your several stations and all their men and women, whose untiring efforts made "Army Relief Day" the great success it was.

Assuring you that it will be more than ever our sacred duty and privilege to promote the welfare and comfort of those dependents of the men who have lost their lives in aircraft accidents, and that it has been a great inspiration and encouragement to us to have your splendid help and cooperation,

Very sincerely yours,

Mabel W. Stimson,

President, Army Relief Society."

In addition to the flying exhibitions held at Army Air Service Fields, an exhibition for the benefit of the Army Relief Society was staged at Ashburn Field, Chicago, Ill., on November 11th, which netted the sum of \$15,000.

#### LOENING YACHTS ARRIVE IN PHILIPPINES ✓

The long looked for Loening Yachts recently arrived at Kindley Field, Fort Mills, P.I. Capt. Burge and Lieut. McKinnon were first to fly one and report it very fast, although rather tricky on control. After flying the slow, loggy and cumbersome HS2L's, the Loenings are indeed a revelation. They have been also flown by Lieuts. Camblin, Gullet and Owens. These Yachts are faster than a DH. Recently Camp Nichols requested an escort for a photographic mission. A Yacht was dispatched and was forced to throttle continuously to remain in the vicinity of the DH.

#### METEOROLOGICAL STATION AT FORT BLISS, TEXAS, NOW IN OPERATION. ✓

Some very interesting data with reference to the winds blowing over the air-drome of the 2nd Division, Air Service, at Fort Bliss, El Paso, Texas, was obtained when the new meteorological station started operations at that post on January 16th. It was found that on the ground's surface the wind was blowing at eight miles an hour westward; at 2,000 feet it blew at the rate of 65 miles an hour westward, while at 7,000 feet altitude the wind was blowing along at 75 miles an hour northward.

#### IMPROVEMENTS AT KINDLEY FIELD, P.I. ✓

During the past six months the police and general condition of Kindley Field, Fort Mills, P.I., has been wonderfully improved. All obsolete property formerly in empty hangars has either been removed or surveyed. Large storage tanks, formerly outside in weather, have been stored in hangars and painted to eliminate accumulation of rust. These tanks are to be shipped to Clark Field and Camp Nichols for storage of gasoline. All the unsightly "shacks" around barracks have been torn down. Formerly men were sleeping in these buildings which were not only unsanitary but allowed men to sleep outside of barracks. They have now served at least to increase the size of the wood pile.

According to our Correspondent, Kindley Field is very proud of its Aero Supply building. After several months of real hard work and conscientious supervision, Lieut. McGraw has rearranged all property according to classification. A large crib, inclosed with chicken wire, has been built for all small and valuable articles and no one is allowed therein except the Supply Officer and certain designated men. Newly painted signs with classification numbers and name of article have been suspended in the building and greatly add to its appearance. This

building has come in for a great deal of praise from the Commanding General and the Air Officer. This field was the first to obtain a clean sheet from the auditor in the Philippine Department. No deficiencies were noted.

THE TRANSCONTINENTAL AIRWAY FLIGHT IN A MARTIN BOMBER  
(Continued from last issue)

After completing the servicing of ship the morning of October 15th, and after sending a telegram to the Commanding General, Ninth Corps Area, announcing arrival and future stops in the Corps Area, arrangements were made to take off. Before leaving, Air Mail pilot Chandler, who had given us a lot of valuable information and who was scheduled to make a trip to Rock Springs at the same time we expected to, said that he would wait for us to get into the air and show us the best course to fly. The field at Cheyenne is somewhat rolling and rough in places, so we determined that the best way to get off would be to go to the eastern limit of field and take off from the extreme south toward the north. This gave us almost a mile of ground with no obstruction as far as we could see. There was practically no wind. Both motors were opened wide, and the ship started to move very slowly. For some reason the tail seemed unusually heavy. It required a great deal of attention and effort to try to get it up. The ship turned slightly to the right and was hard to stop from swinging. There was field enough to the right, however. After rolling about 1,200 yards with gradually increasing speed, and gradually rising tail, the ship still did not feel as though it would leave the ground. At this time a fence, marking the northern limit of the field and hitherto unperceived, loomed up. At about the same time the ship struck a bump and was thrown slightly into the air in a way that indicated it having almost attained flying speed. The ship was run up to the fence and bounced over with minimum flying speed after having run a total distance of probably 1400 yards. At this point something entirely unperceived made itself apparent. The nature of the terrain had changed, a valley about 200 feet deep and two miles across, with fairly steep sides, appeared across our path just north of the fence. The ship staggered out over this space, which was fortunate in that it put us definitely into the air with an altitude, after we had nosed down somewhat, of perhaps 100 feet above ground; but to the onlookers at the Air Mail hangar a mile away we had disappeared and, as we afterwards found out, they did not know whether we had gotten off or rolled down hill. We followed the rising floor of this valley directly on our course to the northwest over Dort D.A. Russell, where we found Chandler, the Air Mail pilot, waiting for us. We followed him toward the Laramie Mountains which were rapidly looming up ahead of us. The motors were wide open all this time and turning over at 1550 rpm. This could not be increased by opening the altitude adjustment so we left it closed. It required approximately 45 minutes after leaving Cheyenne to attain an altitude of 9,000 feet. During this time the ship was kept on the course following the Mail pilot, but on account of the fact that the rate of increase in altitude of the ground was about the same as our rate of climb, we were never able to get more than 200 feet high and crossed over the ridge of the Laramies into the valley beyond with an altitude of only 50 feet. This range is about 9,000 feet high. In order to keep pace with the Martin making about 60 miles per hour, the Mail pilot had constantly to turn back and rejoin it. Tiring of this, he finally left us on a course which we followed straight to Rawlins on the Union Pacific after crossing the railroad once in the valley between the Laramie Mountains and the Medicine Bow Range. This second range, after laboriously striving to maintain altitude above the rising western side of valley, we crossed over with a maximum altitude possible to attain of 9,800 feet, through a pass between Elk Mountain to the north and the northernmost part of Medicine Bow range to the south, at a distance above ground of approximately 50 feet again. We started through this pass with a little more altitude but nosed the ship down to gain more speed and more control in case bumpy air should be encountered in the pass. The Medicine Bow Mountains are approximately 11,000 feet high and run northwest-southeast. After crossing them, the flight was much easier all the way to Rock Springs, which we reached without trouble after following the Union Pacific on a straight course south of west to Salt Wells, where Pilot Butte, an excellent landmark due west of the Air Mail field from Salt Wells, was sighted and flown toward until the field was reached. There was an appreciable wind blowing from the west, although the air was not particularly bumpy. Between Wamsutta and Salt Wells, both of which are on the railroad, the country is fairly good and level. We came down to within 50 feet of the ground along this stretch, trying to gain a little on the wind. It

was while flying there that several small herds of antelope were scared up, to quickly disappear again with a disdainful flash of white tail. After locating the field at Rock Springs it did not take very long to make a landing. One was effected in remarkably short distance considering the altitude, due mostly to the loose sand and gravel on the field. The trip had been very instructive. Knowledge was gained of the distance required to get off in at 5,500 feet, the ceiling and the way the ship handled at its ceiling. The motors had had considerable abuse but seemed to be still standing the strain. The ship was in good condition. We covered the 250 miles of this leg in 3 hours and 50 minutes, an average of 66 mph, into winds varying from southwest to northwest. The weather continued fair and cold, with good visibility. Although while crossing over the mountains the trip was quite a strain on everyone, the latter part of it was very enjoyable. After servicing the ship, with the exception of oil and water, we looked everything over and prepared for an early start the following day.

The trip from Rock Springs to Salt Lake was by far the hardest for us of any we had or were to later encounter. From the description of the Air Mail field at Salt Lake in the Aeronautical Bulletin, length 2,000 feet, it was doubtful that we could get out of it. Our experience had proven that it would require a run of 800 yards, more or less, at that altitude, 4,000 feet. Several of the Mail pilots at Rock Springs assured us, however, that the field extended farther to the north with no obstacles, and that we could get an additional 200 yards to the south, if necessary, by going across a road. Pilot Bishop of the Air Mail gave us valuable information relative to the best route for us to take and the prominent landmarks along it. After completing servicing, we started both motors with a little difficulty on account of the cold - both starters working, however, and we were ready to leave at eight o'clock. The field at Rock Springs lies on a valley floor extending north-south and sloping gently to the south. The Table Mountains on west side of valley are an almost perpendicular wall about a thousand feet high. The east side is a much more gentle approach to the ridge of the northern part of the Aspen Mountains. To the north, the valley floor ascends gradually to the Leucite Hills. The valley is thus almost a box canyon about four miles across at the Mail Field, and increasing somewhat a little farther to the north. The field is at an altitude of 6,400 feet. The surrounding ridges are about 1,000 ft. above that. The runway, which is probably a mile long, extends from southeast to northwest, toward the bluffs at Table Mountains, marking an angle with them. There is about a mile distance from the end of the runway to the foot of the bluffs, although the distance is very deceptive and the bluffs appear much closer. We were warned to stay away from the bluffs as much as possible because the prevailing westerly winds dropped quickly from the ridge into the valley and caused very bad air currents, so much so that in one instance related an Air Mail pilot was pushed right against the bluffs and landed on them at an angle of 45 degrees, fortunately without injury. We took off toward the bluffs on this runway with the wind slightly with us. Profiting by the experience at Cheyenne of not being able to get the tail up, we forestalled a recurrence of this by bringing the man in the rear cockpit up forward immediately in front of relief pilot and taking off in this manner. It helped considerably. The tail came up very quickly, and with no great effort, so that entire attention could be directed toward direction of take-off. We were able to get away with no more incident than running over a short stretch of sagebrush, which bounced the ship around somewhat before regaining good ground. This was occasioned because of ship swinging a little to the right, on account of anxiety of pilot to avoid swinging to left and running into hangar only 25 or 30 yards away from line of take-off. The estimate distance required to get off, in this case, is 1,400 yards. After getting into the air it was a hard proposition to get altitude. We were, of course, obliged to fly up the valley, after veering away from the bluffs, until it was possible to make a gradual turn around to the south. This accomplished, everything was fine. We passed over the field about a thousand feet above it, heading as we were into a stiff west wind at that altitude and flying down the descending valley floor. A direct course into Salt Lake was followed as closely as the maximum altitude which we were able to attain and the contour of the ground permitted. It was not very long until we were flying over very bad country just southwest of Green River. We had left the railroad at that point and did not pick it up again until reaching Coalville, a distance of about 110 miles. It is impossible to get down any place between Green River and Salt Lake except possibly in the valley extending to the southwest from Lyman. The route is so bad that the Mail pilot flying it gets seven cents a mile where pilots flying other routes get but five. We did not have any trouble, however, until after we had passed Lyman and started

to climb up the valley floor leading to much higher country, very rough and broken. The Uinta Mountains, extending from east to west and joining with the Wasatch Mountains, running north and south, however, seemed to offer an impenetrable barrier about 12,000 feet high. The snow line at that time was approximately 9,000 feet, and the ridges of these mountains were snow covered to the extent of several thousand feet above that. At the altitude which we had been able to attain about 9,000 feet, it was impossible to see anything but fingerlike valleys radiating from the snow covered ridges. The peaks in the foreground were silhouetted against those in the background and altogether the situation seemed a total impasse. After starting up the valley floor to the southwest of Lyman we came to a high ridge running from northeast to southwest, and terminating in a peak to the southwest about 12,000 feet high. The motors had been wide open practically all of the time after leaving Rock Springs but it had been impossible to keep an altitude of much more than 200 feet above ground most of the time. On account of the high wind blowing, about 35 m.p.h., it was extremely rough and bumpy, making the ship very hard to handle, climbing as we were trying to do. Several times it was necessary to nose down in order to get a wing up. The very rough country and many peaks cause frequent up and down currents of air. When crossing over the ridge mentioned above, at an altitude over it of about 200 feet, the ship was caught in a down current of air which carried us downward at a rate greater than our possible rate of climb until we were within 50 feet of the ground. For a few seconds it seemed that we were going to be forced to land without recourse and without doubt. We settled no lower, however, and upon reaching the windward side of the ridge got into an up current of air and regained our original altitude. By taking advantage, blindly, of whatever low country opened up between ridges, from that point to Coalville, we were able to work our way to the west and gain a ceiling finally of almost 10,000 feet. At Coalville the railroad was sighted again, winding its way through a valley to the north and south. We were greatly relieved then to know our exact position and also to get a little altitude above the valley floor. From Coalville we followed very closely the railroad as it works its way around the mountain peaks and across the ridge at length into Salt Lake Valley. It was easier for us to cross over the ridge into the valley, just north of the railroad pass, however. There were low hanging clouds along the ridge but not so low that any difficulty was experienced in flying under them. We passed through a light flurry of snow in doing so, and then suddenly came out over Salt Lake Valley about 6,000 feet above it with the mountains dropping down almost perpendicularly beneath us. It was a wonderful sight to behold - that broad expanse of level valley with Great Salt Lake extending to the north; particularly so to us at that time, having just spent two solid hours at 9,500 feet, unable to see over the ridges all about us, working our way blindly ahead by following every twist and turn in valley after valley as each disclosed itself, and hoping that if we could not get over finally we could at least turn around and seek lower country to crack up in. The first sight of the valley impressed us so much that we forgot all about Salt Lake City. After searching the valley with our eyes for several minutes, however, we found the city at the base of the Wasatch Mts., almost under our feet. We circled around and around in our downward glide, looking for the Air Mail field, and finally located it about three miles west of the center of the town. After assuring ourselves that we could get out of the field, we landed to meet a crowd of highly interested spectators and several reporters, anxious to get our story. The newspapers had evidently reported our coming. It had taken us 3 hours and 50 minutes to make the 155 miles of this journey, an average of 40 m.p.h. Most of the time had been consumed in trying to get and trying to keep altitude. To do this we were flying at 60 and sometimes 55 m.p.h. air speed. Our average air speed was probably about 70 m.p.h. for the entire trip. In the face of a 30 mile wind from the southwest, the actual 40 m.p.h. that we made is not at all unreasonable. The weather had been exceptionally good, clear and fairly cold, although it was not so cold at Salt Lake as Choyenne or Rock Springs on account of the difference in elevation, Salt Lake being about 4,200 feet above sea level. The motors stood up very well on the trip. They had been wide open for the entire time and although pounding heavily, probably on account of rich mixture, they functioned very well. It was discovered that the ship had suffered a stretched section of shock absorber cord which would need rewrapping in the near future, but it was decided to try to get to Crissy Field with it that way. One of the gasoline fan pump blades had been partly broken but this did not need replacement either, although we had a spare fan.

(To be continued next issue)

## NIGHT FLYING AT FORT BLISS, TEXAS ✓

The entire week, Jan. 21 to 26, was spent by the 2nd Division, Air Service, at Fort Bliss, El Paso, Texas, in night flying training. In all fourteen flights were made during the week, consisting of practice landings on lighted field, practice flare landings, artillery adjustment, flying closed circuits using all available instruments for navigation, and as a final ending of the night flying for this month four planes flew from Marfa, Texas, to Fort Bliss on January 24th. The first plane left Marfa at 8:15 p.m. and arrived at Fort Bliss at 10:35 p.m. The other planes left Marfa at intervals of fifteen minutes and arrived at Fort Bliss at intervals of about the same time. All of these flights were made without incident and the pilots experienced no difficulty in flying the correct course. One thing which impressed all the officers was the utter defenselessness of cities such as El Paso against aircraft unless protected by a sufficient air force. The city could be seen from a point over Sierra Blanca and bombing planes could have entirely destroyed the city without suffering any injury to themselves, no matter how well protected by ground defenses.

## INSIGNIA FOR 66th SERVICE SQUADRON ✓

The Commanding Officer of the 66th Service Squadron, Camp Nichols, Rizal, P.I., designed an insignia for his organization and recently submitted same for approval. This insignia, which will as soon as practicable be placed on all planes assigned to that organization, is composed of an outer circle of gold, inside of which is white and contains four small gears operating off a larger one. The large gear represents a Service Squadron, and the four smaller ones an Attack, Pursuit, Bombardment and Observation squadron, respectively.

## FAST FLYING OVER IMPERIAL VALLEY DESERT. ✓

Our Rockwell Field Correspondent states that on a flight recently made from that station to Yuma, Arizona, for the purpose of transporting Lieut. L.E. Thomas, a Reserve officer, from what is generally termed the hottest city in this country - in point of climate - to Rockwell Field, Lieut. V. Hine, the pilot of the plane, made the round trip in 195 minutes, the return flight from Yuma consuming 95 minutes. This brings to mind the fact that it takes a railroad train practically a whole afternoon to cross the desert, and when one travels in the summer time a train ride across this expansive stretch of waste land is attended by considerable discomfort from the intense heat. Considering the great saving in time and the comfort experienced in traveling in the upper air in a cooler atmosphere the advantages of airplane travel are at once apparent.

## AIRSHIP AC-1 IN PERFORMANCE TESTS. ✓

Three flights were made by the Army Airship AC-1 during the first week in February for the purpose of completing performance tests. This airship is stationed at the Balloon & Airship School at Scott Field, Ill. The Mascoutah-Lebanon-Belleville Triangle was flown at 1200 and 1300 R.P.M. There has not been enough good weather to run the motors in satisfactorily, but with good weather and another ten hours of flying the power plant should be well shaken down and operating satisfactorily.

## PREPARING FOR SUMMER TRAINING CAMPS

In anticipation of work during the late spring and summer on Curtiss planes for National Guard and Training Camp units, the shops at the Fairfield Air Intermediate Depot, Fairfield, Ohio, have been manufacturing a considerable amount of Curtiss parts in order to keep up the stock to a suitable point, and have also been figuring on special jigs and fixtures for the manufacture of several Curtiss parts, the wartime supply of which has been exhausted.

## FLYING TIME FOR CLOVER FIELD

Lieut. C.C. Moseley, C.O. of U.S. Air Reserve at Clover Field, Calif., has called our attention to the fact that the flying time of Reserve officers at Clover Field for the month of November, 1923, was 244 hours, 26 minutes, which is over one half as much as all the balance of Reserve flying in the Air Service for that month

## HANK IS WISED UP TO A FEW NEW THINGS

Kelly Field, Texas, Feb. 5, 1934

Dear Old Hank:

I was glancing over some of the big time newspapers "The Little Rock Craps-Hanger", wherein it states that it is against the law to buy a newspaper on Sunday or get a train out of town. The first thing you know they will be buying Sunday papers from their favorite bootleggers and what's more, if you get caught with a time-table in your pocket they'll pinch you for having obscene literature in your possession. Hold him Sheriff.

You ask me, Hank, to find out if we are going to get the bonus, and all I can tell you is what Chuck Meloney told me to tell you: "Blessed are they that don't expect nothing for they will not be disappointed". Rare judgment, eh Hank?

Well Hank, Jackson and myself were out to Collins Gardens last week watching the old man with his cast iron turnips and the constipated lettuce and on the way back old Jackson says to me: "Do you know up to just about 30 minutes ago I always thought spuds and onions grew in crates." Will you ever forget the time he tried to cross a clay pigeon with a plymouth rock to see if he would lay bricks. He's a "L" of a farmer, eh Hank?

Your friend Brown is still lobbying, and the other day expressed his approval in favor of disarmament providing it includes loaded dice. As for increasing the value of the German franc, he is also in favor of it with a provision that they print a comic strip on one side. Action, that's him, Hank.

Yes Hank, planting corn by airplane is a very good idea, says Lt. Davidson, providing some callow youth doesn't discard the flivvers in favor of Jennies to sow their wild oats. Give her the gun, eh Hank?

Private Chesnowowinsky of the Intelligence section reports that Sgt. Winship of Division Hqrs. has by intent or foul play done away with one pair of government issue shoes, eleven years old. Private spell-it-yourself, who was put on the scent, was overcome and reported no clue. The Sergeant is now wearing a new pair of shoes which the storm and strife bought for him, latest style, Hank, toes shaped like a stilleto. Major Lyons remarked, after looking them over, that he shouldn't have any use for spurs, all he has to do is put his shoes on backwards when he goes horseback riding. Ride 'em chow-bcy, eh Hank?

The new year ushered in three new additions in the families of Sgt. Hayes, Sgt. Grant and Sgt. Danie. That's one way of increasing the strength of the Army if the Government won't, eh Hank. At any rate this triple alliance should be a howling success, what you say?

I don't know whether it was a hangover or what not, but it seems that Putnam while trying to dress for reveille the other morning couldn't find his socks, whereupon Sgt. Hay remarked: "Can'y you smell 'em?" and he replied "Yes, but I can't locate them". Same old bunch, eh Hank?

Well we got measured for new uniforms, Hank, which should be delivered during current enlistment. Service stripes on the sleeves will not be worn as far as we are concerned, as it interferes with wiping our nose. Comfort, that's us, eh Hank?

All the bolo men will again meet for the regular target season and the Major expects to turn out some fine bayonet instructors, I mean pistol shots at the end of the season. As for my shooting ability, it still reminds me of lightning as I never hit twice in the same place. Will you ever forget the time Sgt. Hudson had you fix bayonet at 300 yards and charge the targets after you had made a total miss at all the other ranges. Yes, Hank, as a rifle marksman you made a wonderful pool shark; that is, you couldn't be beat.

To make this target practice complete and the instruction thorough as the saying goes, Lt. Finn has been detailed to give us a course in trigonometry, if you know what that means, as it will help us to hold and squeeze. Yes, Hank, very tecknickle.

Sgt. Mayes, who used to play such a good game of billiards, seems to be off lately. Sgt. McKibbin thinks that everytime he gets to knocking those three balls around it makes him think of his overcoat.

I was eating some fresh baked bread the other night, Hank, and the frau remarked to me, "I made that bread, dear, how do you like it?" and unconsciously I remarked "Don't do anything like that again, as you are too light for such heavy work" and then the 96th Article of War was read to me.

Yours until target practice is over,

Shylock.

P.S. No Hank, the famous Smith Bros. are no relation to the house of David.

## NOTES FROM AIR SERVICE FIELDS

Kelly Field, San Antonio, Texas, January 7.

With the conclusion of the holidays all personnel is once more hard at work on the different training programs. The School Group is completing the training of their students and the Attack Group is in the midst of Formation and ground attack. New students commenced to arrive on Thursday and have all reported in by this date, their course of instruction being scheduled to commence sometime during the latter part of the month. All of the Squadrons are busily engaged in bringing their planes back in A-1 condition for the new classes.

### TENTH SCHOOL GROUP

FORTIETH SCHOOL SQUADRON: Lt. De Ford made a cross-country trip to Houston and Galveston in a Martin and, landing there in a bad field, broke an aileron and landing gear. Lt. Canfield brought in another ship the parts necessary to repair the Martin.

Lt. Cannon made a cross-country trip to Waco, Texas in a DH on the 3rd, returning the same day.

At a meeting of the Squadron Club, appropriations were made for the purchase of uniforms for the basketball team recently organized. Arrangements were also made for a dance to be given by the Squadron on the 15th of this month. Considerable interest has been shown by the men of this organization in the line of athletics and the basketball team has been entered in the Army "Y" league.

FORTY-FIRST SCHOOL SQUADRON: Activities of this organization were again resumed after a period of ten days rest.

All Crew Chiefs report that their ships are in perfect condition and are ready to carry on the work as before.

FORTY-SECOND SCHOOL SQUADRON: This week our ships obtained a total of 98 hours and 55 minutes flying time; 89 hours and 15 minutes of this time was flown on cross-country missions--Cadets Collins and Wisely to Muskogee and return, Corporal Huguet to Austin and return, and Lieut. Gross to El Paso and return.

This week brought a change of Squadron Commanders. Captain Hopkins was relieved and assigned to the Tenth School Group, and Captain Wilson, in addition to his other duties, assumed command of the 42nd.

FORTY-THIRD SCHOOL SQUADRON: Flying for the week consisted of: Acrobatics and test flights in Sperry Messengers and VE-9. Lieut. Strickland with Tech. Sgt. J. K. Williams of this organization returned from Birmingham, Ala., December 31st. One cross-country to Houston, Texas and return was made by Lieut. Cannon in DH-4B. Two Voughts were used during the Christmas Holidays for the pleasure of the members of the organization who wished to take hops. The results were several sick individuals, as the pilots certainly did their stuff.

SIXTY-EIGHTH SERVICE SQUADRON: The usual routine duties were resumed January 2nd, 1924, after the holiday period. The Squadron is still at full strength and has 5 additional men attached.

### THIRD ATTACK GROUP

EIGHTH ATTACK SQUADRON: During the past week all duties were suspended except the well known guard, fatigue, and care of public animals. The Yuletide "activities" precluded all others. The personnel of this organization weathered the holidays without any apparent casualties.

On December 27th, Lt. Carr with Sgt. Simmons as observer made a cross-country flight to Ft. Clark, Texas, returning December 29th. On December 28th, Lt. Larson with Corp. Woods as observer, both of the 60th Service Squadron, made a cross-country flight to Houston, Texas, returning December 31st.

THIRTEENTH ATTACK SQUADRON: Captain Harvey and Sergeant Bernier made a cross-country flight to Pearsall, Texas, and return Thursday morning, December 27th.

Captain Harvey with Sgt. Berard as passenger made a cross country flight to Laredo, Texas, Captain Harvey returning alone.

TWENTY-SIXTH ATTACK SQUADRON: This organization resumed activities on Tuesday, January 2. A period of ten days' furlough was granted to all who applied for same. During this period very little flying was done. All organizations rested on the strength of what had been done during the year preceding.

On January 3rd, this organization furnished five planes for formation flying. All Officers assigned to this organization participated in the Group Formation.

NINETIETH ATTACK SQUADRON: Thursday January 3rd, operations in this organization started in earnest. All planes were placed on the line and each motor thoroughly tested. Immediately after the motors were tested, orders were received from the Group Operations Officer for us to furnish six planes for formation practice.

December 30th, Cadet Fritz, with mechanic as passenger, took off for Muskogee, Okla.

Lt. E. V. Harbeck, formerly Squadron Commander, but now on duty as Air Service instructor, Texas National Guard with station at Ellington Field, Houston, Texas, arrived here with a new ship for thorough test and inspection by the Engineer Department of this organization.

SIXTIETH SERVICE SQUADRON: Lt. A. S. Heffley is in command of this organization, vice 1st Lt. Westside T. Larson, who was assigned to 10th School Group.

Lt. Chapman of 10th School Group, accompanied by Capt. Sumner, an Artillery Officer, as passenger, left this field at 1:00 P.M. New Year's Day, enroute to Fort Sill, but returned about an hour later due to inclement weather. Lt. Chapman used a DH4B-1 assigned to Major Brereton, Commanding Officer of the 3rd Attack Group.

Kelly Field, San Antonio, Texas, January 14.

#### TENTH SCHOOL GROUP

FORTIETH SCHOOL SQUADRON: Several new students arrived from Brooks Field and the "School Days" are again in full swing.

Martin Bombers and Texas mud have proven very close friends. The fact of the matter is they are so stuck on each other that the mud refused to let go of a Martin at Galveston recently, even after two ten-ton tractors had been hooked on to the ship. Through constant effort, however, the ship was pulled out and flown back home.

Three engines were ferried to points in the vicinity of Houston and Galveston in the past week.

FORTY-FIRST SCHOOL SQUADRON: With the arrival of a small contingent of the new class of students, the squadron has again resumed activities with all its pomp and spirit.

Two ships and engines of this organization were transferred to the San Antonio Air Intermediate Depot for general overhaul and two recently overhauled crafts assigned to replace them.

FORTY-SECOND SCHOOL SQUADRON: Flying last week totaled 75 hours and 15 minutes. The fifteen students who started flying at this field, are credited with most of this time. Two of our planes are used daily for dual-instruction. Each student is given a half hour's instruction and is then allowed to solo for that length of time. New planes are being received at regular intervals to later accommodate the students.

SIXTY-EIGHTH SERVICE SQUADRON: The Aero Repair has been allotted more floor space; same was a growing necessity and many changes are being made throughout the different Departments.

Work on the cleaning Vat is progressing in the Motor Overhaul. Capt. Oldfield of Muskogee, Oklahoma, had a forced landing about eight miles north of San Antonio and the wrecking truck was sent to make minor repairs. Neither "Barney" nor the plane suffered more than a loss of dignity.

### THIRD ATTACK GROUP.

EIGHTH ATTACK SQUADRON: On January 5th, Lieut. Carr with Sgt. Simmons as mechanic and Cpl. Henley (ASCRC) with Sgt. Deckman as mechanic, using two planes from this Squadron, made a cross-country flight to Bay City, Texas, and returned the next day, their total flying time being 10 hours.

On January 8, this Squadron participated in Group Drill and a Review.

THIRTEENTH ATTACK SQUADRON: Considerable flying was done during the past week. Three formations of DH4B's were flown each morning and pilots have been receiving quite a little practice in aerial bombing.

Capt. Harvey took off January 10th for a trip to Laredo and return.

TWENTY-SIXTH ATTACK SQUADRON: During the past week, this organization furnished formations practically each day for participation in bombing practice on the bombing range northwest of Kelly Field, at the conclusion of the bombing attacks the formations took off for Camp Stanley to practice machine gunnery on the target range at that place.

Browning Flexible Tourelle Guns were used for the machine gun practice and, with the exception of a few stoppages, all worked very well.

Major Duty took off on a cross-country flight to Rising Star, Texas, on January 7th to carry Pvt. Patterson of this organization to his station at Kelly Field. Due to the rough country the plane was damaged on the take-off, causing the Major to remain at Rising Star. The 60th Service Squadron will handle the task of repairing the plane so that it may be flown to Kelly Field.

NINETIETH ATTACK SQUADRON: Flying this week consisted mostly of practice in horizontal bomb attack using 50-pound demolition bombs, and bombing from an altitude of 500 feet. Very good results have been obtained, and several direct hits on the target were reported.

Several hours were devoted to practice in aerial gunnery using Flexible Browning guns equipped with magazines designed and built by the 90th Squadron's Armament Section.

On January 5, Lieut. Spry of 10th School Group made a cross-country flight to Bay City, Texas, returning next afternoon.

Lt. Gates made a cross-country flight to Dryden, Texas on January 8, returning the same day.

SIXTIETH SERVICE SQUADRON: Lt. Lotha A. Smith, A.S., was relieved from assignment with the 8th Attack Squadron and was assigned to command this Squadron, vice 1st Lt. A. S. Heffley, relieved.

1st Lt. Robert D. Moor, A.S., was relieved from further duty as Group Engineering Officer and assignment with this Squadron and was assigned to the 90th Attack Squadron.

Kelly Field, San Antonio, Texas, January 21.

### TENTH SCHOOL GROUP

FORTIETH SCHOOL SQUADRON: The flying in this organization in the past week consisted mostly of test, instruction and practice flights.

The brief spell of love between the Martins and the mud in the vicinity of Houston and Galveston is finally broken. The mud released all of the Martins that it had captivated and they returned to their homes last Saturday.

The basket ball team of this organization met defeat Wednesday night at the hands of the fast Army "Y" team to the tune of 20 to 19. The game was full of fight from start to finish. The squadron team was strengthened greatly by the help of Capt. Guidera and Lt. Kessler, who played forward and guard respectively.

A general clean up campaign was launched and the men are centering their activities around the hangars.

FORTY-FIRST SCHOOL SQUADRON: This week brought a general elimination of aircraft unfit for further service until overhauled. Five airplanes had been flown the maximum number of hours permitted before general reconditioning. This leaves the Squadron with the smallest number of aircraft on hand that it has had during the past six months, with practically every one on hand in good condition. Eight Bombing DH's equipped with radio are to be transferred to the Fortieth Squadron

in the near future and will be replaced with newly overhauled craft that will be assigned from time to time as they are available from the S.A.A.I.D.

FORTY-SECOND SCHOOL SQUADRON: Flying this week totaled 89 hours and 15 minutes. This time includes flights by Lt. Williams to Houston, by Lt. Biggs and Cpl. Huguet to Cline, Texas, and by Corporal Huguet to Cline; however most of the time is credited to student officers and cadets who are still flying on solo and dual instruction missions.

Five new ships were received by the squadron this week. At present 22 ships are assigned the squadron, all being in commission. These ships now amply accommodate the flying personnel of the squadron.

Two ground reviews were staged during the week for the Group Commander.

FORTY-THIRD SCHOOL SQUADRON: Flying for the week consisted of: test and training flights in all types of ships assigned to this organization, dual instructions and transition flights in DH-4B's. Three DH-4E's, 1 MB-3A and 1 SE-5A have been assigned, making 4 DH-4B's, 3 Sperry Messengers, 22 SE-5A's, 20 Spads XIII E, 18 MB-3A's and 1 Fokker D-7, a total of 68 airplanes and engines with 32 extra engines not installed. On hand at this time are 12 Spads XIII E, ferried to hangar at San Antonio Air Intermediate Depot. Capt. McDaniel returned from Ellington Field, Texas, this being the only cross-country made from this squadron during the past week.

SIXTY-EIGHTH SERVICE SQUADRON: Eight Liberty and two Wright E engines are being overhauled. Three Liberty engines are awaiting test and eight Wrights and one Liberty engines are being held in reserve.

Four DH4B's are being overhauled and repaired in the Aero Repair.

#### THIRD ATTACK GROUP

EIGHTH ATTACK SQUADRON: Flying operations during the past week consisted of formations, practice in horizontal bomb attack, and Machine Gun practice at Camp Stanley, using Browning Flexible Machine Guns.

This Squadron had a Technical Inspection by the Group Commander on January 12. All serviceable planes were on the lines and hangars and machine shops were open for thorough inspection.

One plane from this organization will be furnished for the School Group to be used for night flying of the Student Officers and Cadets during the week of January 21.

THIRTEENTH ATTACK SQUADRON: Flying from this Squadron during the past week consisted of formation flights of DH4B planes and several Training flights with the GAL planes.

TWENTY-SIXTH ATTACK SQUADRON: On January 16th, Lt. J. E. Duke, with Private Wright as mechanic, made a cross-country flight to Laredo, Texas, for the purpose of inspecting the airdrome there.

During the past week the personnel of this organization was on the move keeping the planes and motors in commission for participation in aerial gunnery and bombing. Each morning, the planes are on the line, tested and ready to take off at 7:30 A.M.; after the bombing attack, the planes again take off for Camp Stanley for target practice.

In anticipation of the coming of the Chief of Air Service to this field, the entire personnel is busily engaged in preparing for his visit.

NINETEENTH ATTACK SQUADRON: This organization is still devoting most of their time to horizontal bombing, and aerial gunnery.

On January 10, Lt. Zettel made a cross-country flight to Ringgold, Texas, returning next afternoon. Lt. Gates made a cross-country flight to Laredo, Texas.

SIXTIETH SERVICE SQUADRON: 1st Lt. Robert D. Moor of the 90th Attack Squadron, accompanied by Pvt. Dusan Lalichevics, of the 62nd Service Squadron, Brooks Field, as mechanic, left this field at 8:00 A.M. January 14, on a cross-country flight (Airway) enroute to Scott Field, Ill. A DH4B-1 (Airway Plane), which is assigned to the 1st Wing Headquarters Detachment, was used for the flight.

The DH4B (22-257) belonging to the 1st Wing Headquarters Detachment, which was transferred to the San Antonio Air Intermediate Depot November 1, for general overhaul, was re-assigned to that organization January 10th.

Hqs. 2nd Division, Air Service, Fort Bliss, Texas, Jan. 26.

The Second Division Air Service stationed at Fort Bliss, Texas, has just received a Camera Obscura for practice and training of pilots and observers in aerial bombing. This is a valuable acquisition and tends to put the Fort Bliss Airdrome on a par with the more modern fields.

The brick building formerly occupied by the Finance Offices and the Post Schools is now completely utilized by the Air Service troops. All of the wooden buildings have been torn down and salvaged. The Air Service is now the most consolidated unit at Fort Bliss, all office, quarters and departments being housed in the same building.

A new recreation room has been equipped for the Air Service Troops stationed at Fort Bliss. Furniture has been purchased and a large number of magazines subscribed for.

Lieut. Moorman and Mr. E.D.O'Connell, arrived on Jan. 11th by airplane from the Air Intermediate Depot, Kelly Field, Texas, to inspect the planes at the Fort Bliss Airdrome.

Saturday, January 12, the Air Service troops at Fort Bliss were inspected by Major General Robert L. Howze, Commanding General of the First Cavalry Division.

On January 14th, Lt. Jack J. O'Connell flew to Nogales, Arizona, to inspect the airdrome at that city.

Lt. Guy H. Gale, A.S., flew to Kelly Field, Texas, on Jan. 14th, stopping enroute at Dryden, Texas, to inspect the landing field there.

The meteorological station installed at this airdrome is nearing completion and in a few days we will have detailed weather reports from our own station.

A class of five sergeants are now taking instruction in aerial gunnery and have almost completed their theoretical work. The men were given their first firing problem January 17th.

A Board of Officers has been meeting daily at Fort Bliss in connection with adopting a new signal system for use in communicating between airplanes in flight and artillery. The new system was given a try out today but the results have not been made known. Capt. Walter Bender, the Air Service member of the Board, considers the new system to be very much better than the former method.

Lieut. Moorman, A.S., who inspected the Fort Bliss airplanes, reported that the planes are in excellent condition. The good condition of the planes is due to the fact that there are in the Second Division Air Service some of the best airplane mechanics and riggers in the United States. At the present time there are fifteen planes at the Fort Bliss Airdrome.

The Non-Commissioned Officers' Club of the Second Division Air Service at Fort Bliss voted \$200 for new furniture and equipment for their recreation room.

Captain W. H. Hale, A.S., was a visitor at the Fort Bliss Airdrome on Jan. 20. Capt. Hale flew in from Kelly Field, his home station. Accompanying him was Lieut. Thomas, ASORC, from Clover Field, Calif. Capt. Hale returned to Kelly Field on the 22nd.

The Cavalry Officers are very much interested in the night flying that has taken place and some of them have already taken flights.

Lieuts. J.J.O'Connell and L.E. Thomas left this station for Yuma, Arizona, at 8:30 A.M. January 22nd.

Closed circuit flights were made Tuesday night January 22nd, using principles of navigation. Excellent results were obtained.

There have been a great many people visiting the airdrome lately from El Paso and they seemed to be greatly interested in the Air Service.

A night artillery adjustment flight was made with the 82nd Field Artillery January 23rd. The mission was not successful, due to failure of radio telephone.

Brooks Field, San Antonio, Texas, January 21.

Poor flying weather again handicapped the flying training during the week and the regular instruction work was carried on Saturday in order to make up a little for what had been lost. Instructors and students have been instructed to be prepared for flying every Saturday from now on till the end of the course.

Friday afternoon three ships took off for Fort Worth--Lieut. McMullen with Maj. McGrath, ASORC; Lieut. Banfill with Sgt. Sicoff, immediately after the review and Maj. Royce with Lieut. Breene after the departure of the inspection party. The ships returned Saturday afternoon with the exception of Lt. McMullen and Maj. McGrath, who proceeded to Okmulgee and returned the next day. On the return trip Maj. Royce and Lieut. Breene hit a very favorable wind and made the 240 mile return trip in an hour and twenty five minutes.

Lieuts. Williams, Bivins, Prentice and Patrick made a cross-country trip to Rockport, were duck shooting was indulged in over the week end. Lieut. Williams had some jinx following him, as he had a forced landing on the outbound trip and landed thirty miles from the field. The other ship was used to return to the field and secure another ship and the party proceeded. The ducks did not abound and but a few were bagged. On starting the motors for the return trip Lieut. Williams slipped and hit Lieut. Patrick's heel and was knocked silly for about twenty minutes suffering quite a cut just back of his ear. The ship left 30 miles out was returned to the field the same day after mechanics had located the trouble.

Other cross-country trips were made by Lieuts. Watkins, Webster, Horn and Wolfe to Brownsville and return; Lieut. McCormack to McAllen and return and Lieut. Wimsatt to Austin and return.

On Sunday a West Point service was held at the Fort Sam Houston chapel and the song service was rendered by the graduates now at this field. The splendid solo by Lieut. Conroy and the chorus of male voices singing "The Corps" and "Alma Mater" were an inspiration to all those who were fortunate enough to hear them. The address by Col. Buck was enjoyed by all, especially his allusions to the West Point of his day.

Mrs. Williams and Mrs. Ryder entertained the Ladies Bridge Club at the usual Thursday meeting.

Lieut. Clary left during the week for temporary duty in the Office of the Chief of Air Service in connection with the publicity for the Round the World Trip.

During the past three months Mr. Ruggles, the inventor of the Ruggles Orientator, has been at the Field carrying on instruction on that apparatus. Before he arrived practically all of the Orientators owned by the Air Service were shipped here and were put in shape by Mr. Hanson, the Chief Mechanic of the Orientator Company, assisted by enlisted personnel of this field. A class of twenty students were assigned Mr. Ruggles and some astonishing results were obtained, both as to the operation of the apparatus and the results obtainable. In some cases the results were contradictory but as a whole they were very satisfactory, considering the fact that this was the first class that had been put through together on the apparatus. In compliance with instructions a board was called to investigate results and to make recommendations regarding further use of the Orientator. The Board met January 15th and a long proceedings submitted to the Chief of Air Service. The Board was comprised of Major Ralph Royce, Lieuts. C. C. Chauncey and J. B. Haddon and Mr. Ruggles, Lieuts. J. G. Williams and Hez McClellan also listened to the testimony of the witnesses and took part in the discussion but were excused when it came to the vote of the board. The Orientators were placed in shape for storage by Mr. Ruggles and Mr. Hanson and taken out and stored in the large Hangar the following day, that being the last day that Mr. Ruggles remained in the employ of the government.

#### Brooks Field, San Antonio, Texas, January 28.

Mrs. Martin and Mrs. McClellan were the hostesses for the Ladies' Thursday Bridge Club at the Officers' Club. On Friday evening the Officers' Club had a Hop at the Club House. The Hop was well attended, as usual, and thoroly enjoyed by everybody.

A very regrettable accident occurred Saturday morning, when 2d. Lieut. George G. Rusk, A.S., spun down from about 200 feet, while practicing 180 degree landings. Rusk, who was developing into a fine pilot, pulled his ship up a little too sharply to avoid what appeared to be an almost certain collision in the air. To save the other ship he lost his own and his life. His loss is felt keenly by his many classmates and the other officers of the Field.

On Sunday, Mr. Post of the Huff-Daland Company, brought a Huff-Daland 'Petrel' airplane to this Field. Four of these planes are to be sent to this Station for

the purpose of testing their flying qualities.

Flying training was very much handicapped again by lack of good flying weather. Cross-country training trips for the week-end included the following: 1st Lt. Leland R. Hewitt to Ft. Crockett, Texas, and return; 2nd Lt. Robert C. Ashley to Austin, Texas, and return; 2d. Lts. L.R. Merrick, D.W. Watkins and Harlan T. McCormick to Ft. Worth, Texas, and return; 1st Lts. K.B. Wolfe, Charles Horn, C.C. Chauncey and John D. Corkille to Galveston, Texas, and return; 1st Lt. Stanley M. Umstead to Ft. Sill, Okla., and return; Capt. Hofstetter and 1st Lt. R. G. Breene to Laredo, Texas, and return.

Wilbur Wright Field, Fairfield, Ohio, January 21.

Lieut. Col. Seth Cook of Ft. Hayes, Columbus, Ohio, who is the Air Officer for the 5th Corps Area, visited Wilbur Wright Field on an official tour of inspection on January 9. Col. Cook also went to McCook Field on the same date.

Capt. E. E. Adler went to Washington on January 9th to confer with the Chief of Air Service in regard to a number of supply problems. He remained in Washington for ten days, returning on January 19th. Lieut. L.H. Dunlap, of the Field Service Section, spent several days in Washington with Capt. Adler and Lieut. G. V. McPike was also with him for a short time.

Capt. A. E. Simonin and Warrant Officer Bailey from Langin Field, Moundsville, W. Va., arrived at Wilbur Wright Field by airplane on January 12, leaving on the following day. They came here for the purpose of obtaining some urgently needed supplies for immediate use.

Lieut. James T. Hutchison from Mitchel Field, Long Island, made a brief stop at Wilbur Wright Field recently on his way to Selfridge Field, Mt. Clemens, Mich. Lieut. Hutchison was making one of the regular airways flights and carried with him as passenger, Lieut. Thomas, a Reserve Officer, who was on his way to Clover Field, Santa Monica, Calif.

Lieut. Alvan C. Kincaid from Maxwell Field, Montgomery, Alabama, made a brief visit to Wilbur Wright Field on January 14.

Capt. Ira Treest of the Signal Corps, who is the Corps Area Signal Officer and is stationed at Columbus, Ohio, spent the past ten days at Wilbur Wright Field for the purpose of inspecting the Post telephone system. He also installed an entirely new switchboard at the Headquarters building and has made many other improvements in the telephone system at Wilbur Wright Field.

On January 15, Lieut. G. V. McPike, started on a regular airways flight. He arrived at Bolling Field that same evening and since then he has been traveling to Langley Field, Mitchel Field and elsewhere. He is expected to return within the next day or two. On his trip from Wilbur Wright Field to Washington, he carried with him Staff Sgt. Yeager, a radio expert, who expects to spend two or three weeks in the East at various radio stations.

Lieut. O. O. Niergarth expects to leave for the Philippines within the next two months. He served in various capacities in Property, Maintenance and Cost Compilation and is one of the most popular officers who has ever been stationed at this Post. Among his other assignments, he was Property Officer of Compilation and has already turned over his property to Lieut. Ira L. Dunlap. He will be greatly missed by his many friends at this Depot.

The new Board of Governors of the Officers' Club is made up of Major Hugh Knerr, Captain F. F. Christine and Lieut. E. R. Page. The Club is planning a busy season during the coming winter and spring months. The first bridge party of the year was held at the Club house on Wednesday, January 9th and on January 26, the first dance of 1924 will be given. The high standard which has been set by the Officers' Club will be maintained and all officers of the Post are looking forward to the coming events of the Club.

On January 19, the Welfare Association of Wilbur Wright Field gave a Country Store Dance at the Post Gymnasium. Invitations read as follows:

Kum Two

Post Gymnasium

Saturday, Jan. 19, 1924

Prezactly at 8:00 o'clock

Prizes such as you see in a Country Store

Gals & Fellers, come and see

The gosh-darn Hop that's a go-na be

At Wilbur Wright Field Post Gymnasium

Everything Jake for this occasion

Ladies must wear their bran new gingham,  
If they dont, by gosh, the fellers wont bring-um,  
Your overalls, boots, strawhats and slicker  
Are as welcome as New Year's Licker.  
So come on over, bring Paw and Maw,  
To the gosh-blamedest time they ever saw.

The walls were decorated with comic placards of all kinds, while at the "Country Store", merchandise of all sorts was on display. Samples of merchandise, such as pop, brooms, mops, cans of fruit and vegetables, packages of Gold Dust, etc., were distributed to all the guests, and it was voted to be one of the best social events of the winter.

Three DeHavilands, which had been used in the now historic flight from Texas to Porto Rico and from Porto Rico to Washington, are now at the Repair Shops at Wilbur Wright Field being equipped with special navigating instruments. They will be sent to Langley Field where it is expected they will be used by the pilots who are to make the round-the-world flight next spring. Opportunity for obtaining practical experience with the navigating instruments, most of which are new, has not previously been afforded to these pilots, and in fact, to very few officers in the Air Service.

Work has been started in the Repair Shops on the production of four DeHaviland airplanes which will be equipped with super-chargers for high altitude work. Owing to the somewhat greater immediate importance of completing the various jobs in connection with the round-the-world flight, it is not expected that these De Havilands will be ready for three months or so.

Lieut. W. J. Hanlon recently flew from Wilbur Wright Field to Kelly Field, Texas, taking as passenger, Captain McRae, the son of General McRae, Commanding General of the 5th Corps Area.

The new hangar for the Barling Bomber is nearing completion. It is probably the largest hangar ever built for heavier-than-air craft.

On January 15, at the Post Gymnasium, the Wilbur Wright Flyers met and defeated the strong Dayton Red Wing basketball team by a score of 36 to 28 in a game that was hotly contested throughout. The visitors presented a stubborn defensive that was hard for the Flyers to penetrate, with the result that the home club was trailing at the half, the score being 21 to 19. In the final period, the Flyers gradually pulled away from their opponents and when the final whistle sounded, were leading by a comfortable margin of eight points. This was one of a series of games which brings the fastest clubs from Dayton to the Field gym. Last week the N.C.R. team was defeated by a 45 to 26 score. Next week the strong Dayton Maxwell quintet will oppose the home team, while the following week the Koors'29 team will be met. These clubs are undoubtedly as good as any Dayton can present, as each is leading its respective league in the city. In the preliminary, the Wilbur Wright girls defeated the Dayton Fan and Motor fair sex by a score of 6 to 4.

#### Rockwell Field, Coronado, Calif., January 18.

Warrant Officer John W. Corcoran who, since Circular 16 was put into effect at this Depot, has held the position of Chief Clerk, Engineering Department, was relieved of that duty and transferred to the Cost Accounting Office. Mr. Corcoran worked hard, and it was through his untiring efforts that little confusion was experienced in the changing of the entire Engineering System here to conform with Circular 16.

Major H. H. Arnold, Commanding Officer, Rockwell Air Intermediate Depot, made a flying trip to Santa Monica for the purpose of inspecting spruce lumber which is to be used in the construction of airplanes for the "Around-the-World" flight. Mr. C. S. Tatarian, lumber inspector, on temporary duty at this Depot, accompanied Major Arnold on this trip. This being Mr. Tatarian's first airplane ride, it was plainly seen he was a bit nervous when he boarded the DeHaviland for the trip up the coast, but he soon realized that he was in the hands of one of the most skillful aviators in the Air Service, and returned to Rockwell Field an Aviation enthusiast, hoping he will have another opportunity to go aloft and see the world as only angels and aviators see it.

Captain R. G. Ervin, A.S., was granted a five-day leave of absence, to attend the Polo Tournament at Del Monte, Calif.

The Post Surgeon had a couple of busy days this week giving the Officers and Warrant Officers the annual physical examination as called for by Army Regulations.

The Duck Season for 1923-24 closed with a bang January 15th and now the eagle-eyed R.A.I.D. Gun Club will have to content itself with clay pigeons until fall. The Officers and Warrant Officers at this Depot were invited guests on a duck drive given by Captain Craven, Commandant of the Naval Air Station, at Otay Lake last week. A good time and plenty of shooting made the trip one to be remembered and, while the ducks were not as plentiful as was expected, everybody got his share of the shooting.

Rockwell Field, Coronado, Calif., January 26.

Major General Charles G. Morton, Commanding General, Ninth Corps Area inspected the Rockwell Air Intermediate Depot and other military activities in this vicinity during the past week. An informal reception was given the general by the officers of the Depot, which was attended by a large number of Army and Navy officials. Mrs. Morton, who accompanied the general on his southern trip was unable to attend any of the social functions planned in their honor, owing to the recent death of her brother.

Major Lloyd B. Magruder, C.A.C., Assistant Inspector General, Ninth Corps Area, made an official inspection of this Depot on the 25th.

Four DeHaviland 4B's were shipped from this Depot to the Philippine Air Intermediate Depot, and one SESA to the Hawaiian Air Depot, on January 22d.

The following clipping was taken from the San Diego Union of recent date, and we at this Depot hope that the Saturday Evening Post will make the proper correction regarding the coast to coast flight of the T-2:

"There was considerable amusement at the city hall yesterday when a copy of the Saturday Evening Post of Jan. 26 was found to contain the announcement that Macready and Kelly, noted aviators, made their memorable non-stop across-the-continent flight from "New York to Los Angeles." As a matter of fact, Los Angeles was not even on the itinerary, the aviators flying by the most direct route from New York to San Diego.

The announcement in the Post appeared in an advertisement of the Delco Ignition system, and a picture of Macready and Kelly was shown.

Mayor Bacon at once sat down and wrote the Delco people the facts and suggested a proper correction".

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

Record practice with the 45 Calibre Automatic Pistol, which constituted the major portion of the activities for the past week, has now been completed. Record scores have been only partially computed at this writing, but indications are that the average will be very satisfactory, taking into consideration the fact that the men, many of whom had never before fired a pistol, went on the range with practically no preliminary instructions or drill. However, we offer no alibi.

All organizations have been working over time during the past week preparing for the coming visit of Brigadier General William Mitchell, who is scheduled to arrive in this department on January 2d.

The Camp Nichols Baseball Team is still keeping up its good work by defeating the Gunners of Fort Mills at the two week-end games played on the home diamond. With Browning and Soelter in the box Nichols has a very good chance of coming out on top at the end of the season.

Capt. Eglin and Lieut. Nutt are preparing to leave for Iloilo, Panay, by airplane to make an inspection for suitable landing fields. One hundred fifty pounds of mail will be carried.

Clark Field, Pampanga, P.I., December 24.

All work except the necessary guard and fatigue was suspended from December 22nd to January 1st. However, pending the arrival of General Mitchell on the

January 2nd. transport, it has been necessary to keep officers and men on duty daily. Sixteen MB3A's have been set up and tested, and the Squadron now has its allotted strength of planes but no equipment for same, such as bomb racks or Browning Machine guns, have arrived.

The Clark Field baseball team has played all but one of its games in the Pampanga League and is now in second place, having lost only one game to any team save Camp Stotsenburg, who have beaten us twice.

1st Lt. John Beveridge and 2nd Lt. J.H. Wilson received orders to return to the United States on the transport scheduled to sail from Manila January 9th.

Captain G. T. Collar and 1st Lts. E. L. Searl and B. S. Thompson are spending the holidays at Camp John Hay, Baguio, P.I.

#### San Antonio Air Intermediate Depot, San Antonio, Texas, Jan. 19.

Lieut. Ivan G. Moorman just returned by air from a tour of inspection of airplanes of the 12th Observation Squadron, Fort Bliss, Texas, and the detachment of the 12th at Nogales, Ariz.

The Engineering Department, under the direction of Lieut. Charles E. Branshaw Engineer Officer, remodeled and repaired 8 DH4B's, 1 DH4B-1, 3 JN6H2's, 1 JN6HE, 1 TMM-B3M, 11 Wright A2's, 1 Wright I, 1 Wright H, and 7 Liberty 12A's during the first half of January.

Lieut. Martinus Stenseth, who has been on duty with the 313th Observation Squadron, 88th Division, Organized Reserves at Minneapolis, is on temporary duty at his own request at this depot for the purpose of familiarizing himself with the work at this station and the different types of airplanes. Lieut. Stenseth expects to return to his regular station for duty early in March.

On January 7th, Major Frank D. Lackland and his mother, Mrs. Dorwin Lackland, entertained at dinner Mrs. Paul of Chicago, Miss Marguerite Mayer and Lieut. Clements McMullen of Brooks Field and Lieut. and Mrs. Lewis A. Dayton of this station. On the 11th they entertained at dinner Captain and Mrs. Otto J. Langtry. After dinner Lieut. and Mrs. Edward M. Powers called, and a delightful evening was passed playing whist. On the 15th they entertained Mrs. Dawson of Denver, mother of Lieut. Lee H. Dawson of Brooks Field, Mrs. Paul of Chicago and Mrs. Frederick Wieners, whose husband is in command of the Air Intermediate Depot at Honolulu. After luncheon the party visited the warehouses and the Engineering Department and saw with much interest the work of repairing and remodeling engines and airplanes. On the 17th Major Lackland and his mother entertained at dinner in honor of Major and Mrs. Ralph Royce of Brooks Field and Lieut. and Mrs. Kenneth C. McGregor. After the dinner Captain and Mrs. C. T. C. Buckner, Lieut. and Mrs. Barney M. Giles and Lieut. and Mrs. Charles E. Branshaw joined the party and a pleasant evening was passed playing bridge.

Captain and Mrs. Otto J. Langtry entertained at dinner on the 15th Lieut. and Mrs. Vernon L. Nash, Lieut. and Mrs. James H. Howe, Mrs. Hugh Miller Thompson, grandmother of Mrs. Howe, and her sister Miss Margia Schreyer from Fort Sam Houston. The dinner was to mark the return of Mr. William K. Langtry, who is to live with his parents indefinitely.

Lieut. Edward M. Powers, who was called to his mother's home during the holidays because of her severe illness, returned January 9th, saying that her condition had greatly improved.

On the 8th Harold Chester, the son of Warrant Officer and Mrs. Charles Chester, gave a party to his young friends of the depot to celebrate his 13th birthday.

Mrs. Bloom, wife of Warrant Officer Albert Bloom, entertained a number of the warrant officers ladies Thursday afternoon at her quarters. Bunko was played and refreshments served.

The civilian employees club enjoyed a number of pleasant evenings playing cards and dominoes at the old Service Club, which the Commanding Officer placed at their disposal. At their last meeting the club decided to buy a player-piano to furnish music for small family dances and other little entertainments.

#### Kindley Field, Fort Mills, P. I., December 26.

With the departure of the typhoon season it is now possible to launch sea-planes practically any time. As a result, everyone has been "exercising their wings".

Since Capt. Burge assumed command two more HS2L's have been assembled from

hulls and spares on hand and are by far the best seaplanes in the organization. Three more hulls remain on hand, of which at least two will be assembled, giving the field eight HS2L's and two Loenings. Only four seaplanes were formerly in commission.

Due to the age of present seaplane equipment it is very difficult to keep them in flying condition. The hulls are old, and when leaky it is often necessary to install new ribs. Luckily the squadron has a good cabinet maker who is kept busy on hulls alone.

It is intended to recover all surfaces as they are getting old and flabby, which tends to retard speed greatly. This will put all equipment in first class condition.

The squadron will welcome the time when they are equipped with land planes and moved to a point where they can be used. The present seaplane equipment is of no military value and can only be used for observation of artillery fire and local flying.

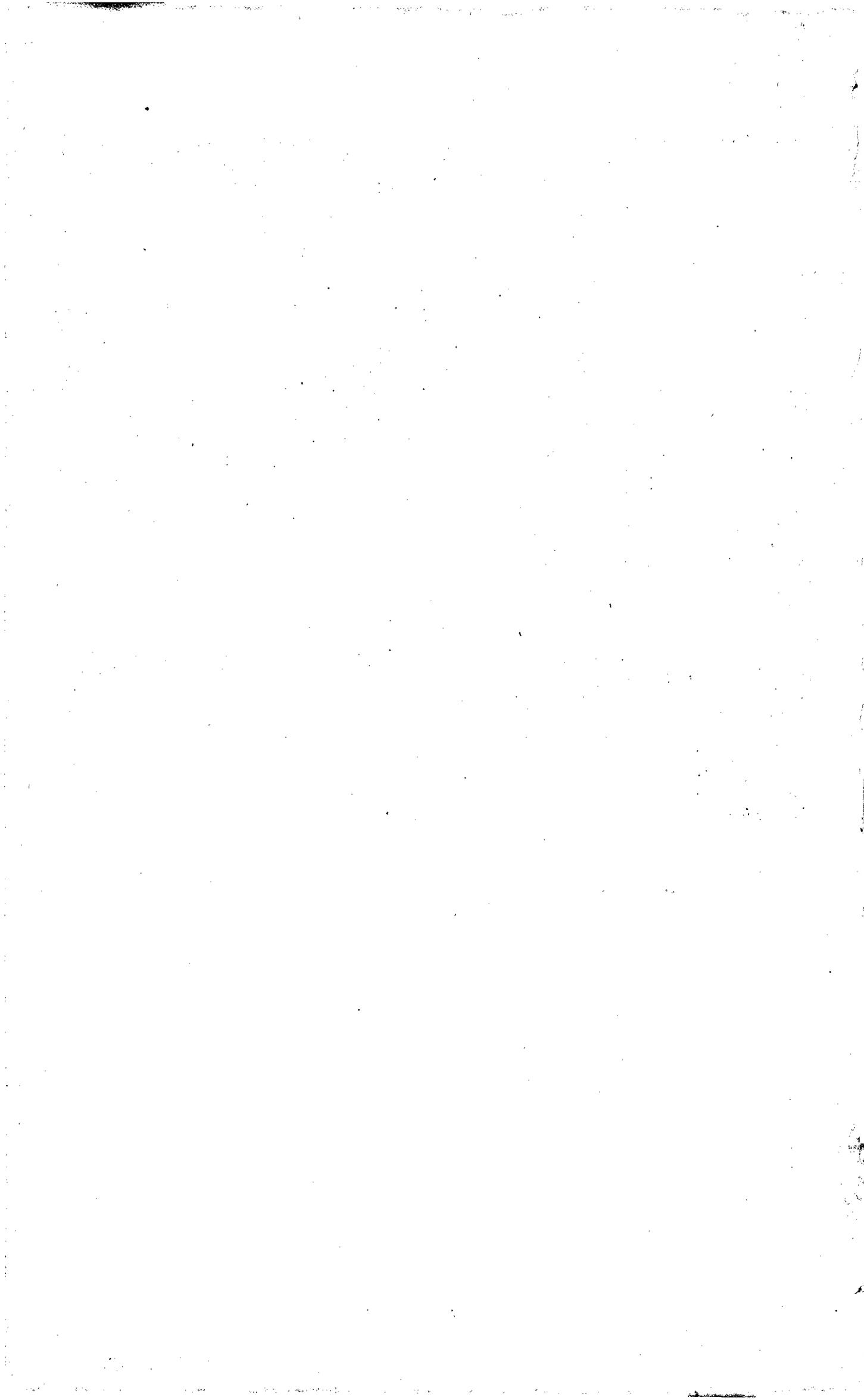
A new concrete pigeon trap has been completed. This will fill a long felt want, inasmuch as the old one was a temporary structure and full of water most of the time. The new structure is water proof and officers will soon be breaking trap records(?).

The transportation under Lieut. Gullet, has been gone over completely and we can honestly boast of the best looking and best kept transportation on the "rock" or in the Department for that matter. General Craig was very much impressed with our transportation at a recent inspection. It was necessary to remove all truck bodies, scrape chassis, and practically rebuild from the ground up.

Everything is being put in ship shape for General Mitchell's visit. Every seaplane is being gone over thoroughly and should meet with his approval.

This field will lose quite a number of officers on the January transport. Among those leaving are Lieuts. McKannon and Evans, who are assigned to Brooks Field, Texas, and Lieut. Woodward, who goes to Kelly Field. We will receive one officer on the incoming transport. The March transport will practically take all the old timers back. We will be kept very short handed unless replacements are received in March.

One large seaplane hangar is to be torn down and moved to Camp Nichols for storage of Martin Bombers due to arrive. This hangar has been empty for a long time and will not be of any further use here.



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

FOR RELEASE March 10, 1924.

SOME INTERESTING SIDELIGHTS ON THE PHILIPPINES

We have just received from our Correspondent at Camp Nichols, Rizal, P.I., a very interesting report on a reconnaissance flight to Zamboanga, Mindoro, P.I., made last December. The report gives a description of the country traversed and touches on the manners and customs of the natives. Our readers will no doubt be much amused on reading the conversation which ensued between Major Allen S. Fletcher, the Commanding Officer of Pettit Barracks, and an old Moro Batu (Chief) shortly after the former alighted from a plane after a short ride.

Stories from the Philippines are generally always full of interest, and for this reason we are going to quote the above mentioned report in full, as follows:

"On December 5th, 1923, Captain Thomas J. Hanley, Jr., 28th Bombardment Squadron, A.S.; 1st Lieut. E.C. Batten, 3rd Pursuit Squadron, Kindley Field; 2d Lieut. K.N. Walker, Philippine Air Depot; Master Sergeant W. Adams, 28th Bombardment Squadron, A.S.; Staff Sergeant Charles Dotta, 3rd Pursuit Squadron, Clark Field, and Private E.A. Plummer, 28th Bombardment Squadron, accompanied by three DH4B planes, boarded the steamer POMPEY for Zamboanga, the capital of Moro Country, in compliance with orders from Headquarters Philippine Department, directing aerial reconnaissance in the vicinity of Zamboanga.

On that date it was impracticable to make the journey by air, for the reason that the flying field being constructed at Iloilo, on the Island of Panay, had not been completed, and to have made the trip by air would have necessitated a landing for gas and oil at that place.

The trip on the POMPEY was not without its thrills, however. Steaming south through the many islands which infest this country, beautiful scenery was afforded, which became more beautiful and pleasing as the hospitality of the Number One Man of the company which owned the POMPEY was taken advantage of. Friday morning, December 7th, the steamer pulled into Cebu, on the Island of Cebu, which is full of historic interest - the place where Magellan lost his life, etc. The Air Service personnel were shown the town, the Leper Colony and points of interest in the town's clubs. During the unloading of the POMPEY, however, an unpleasant incident occurred. The three planes were securely lashed on the cover of Hatch No. 2. One of the stevedores unlashed one of the ropes, the ship listed and the plane rolled off the hatch and rested its nose on the ship's rail. A few tense moments were experienced, but with the help of the donkey engine and the windlass and the entire ship's company the plane was lashed back in place and the only damage was a dent in the radiator cowling.

On Sunday morning at 6:00 a.m., the POMPEY was docked at Zamboanga. Major Allen S. Fletcher, commanding Pettit Barracks, met the Air Service Officers and handed them the keys of the town.

The Major brought along forty Scout soldiers, and by 7:30 all planes, machine guns and other supplies were unloaded and on the way to the landing field. By 5:30 p.m. two planes were set up and on Monday the third plane was set up and ready for test.

The Zamboanga Carnival, the first of its kind in the Southern Islands, was well under way. Pettit Barracks had been turned over to the Carnival Association for carnival grounds. The streets thronged with Moros from Jolo, Basilan, Lanao and other provinces. The various costumes, wide trousers of black, pink and blue; tight fitting trousers of red and yellow; short jackets bedecked with gold buttons, vividly colored sarongs worn by the Cotabato and Lanao Moros, bright head cloths, the fez and the wide sun hat presented a most unusual spectacle. Zamboanga itself, a beautiful little city, with white stone buildings and clean streets flanked with palm trees and tropical plants made an ideal setting for the Carnival.

The landing field was located on the fair way of the Zamboanga Golf Club and V-5099, A.S.

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was approximately 400 yards by 75 yards in dimension. The flight was provided with guards for the planes, tents for supplies, and racks for the oil and gas drums. Major Fletcher went so far as to cut down a large tree in order to provide a better approach in landing. Transportation was always ready for the officers and men of the flight and the fullest cooperation was given.

The Overseas Club and Zaboanga Golf Club provided guest cards for the officers, and everything possible was done to make the trip most pleasant.

Daily reconnaissance flights were made in and around Zamboanga. The officers of the post and Pettit Barracks were afforded the opportunity of flying over the mountains and jungles north of Zamboanga in order to check over proposed routes for ground reconnaissance.

It became necessary for Captain Hanley to return to Manila to prepare for his return to the States on the January transport, and he left on a Destroyer on Dec. 12th. The Carnival opened on the 13th of December and the open air auditorium served as the place where all the dances and evening entertainments were held.

On receipt of authority from Department Headquarters, at 6:30 a.m. Sunday morning two planes took off for Camp Keithly, a Constabulary Camp in the province of Lanao, some 170 miles northeast of Zamboanga. Flying over Sibugay Bay, a water hop of 60 miles, over trackless jungles and a number of beautiful lakes, a landing was made at 8:50 a.m. by the first plane, which carried Lieut. Gullet. Lieut. Walker landed a few minutes later. The field was not one of the best - about 375 yards long 'sway backed' and lying perpendicular to the wind - but as it had been cleared off in two days by Moros armed with bolos it was a work of art.

The Provincial Governor (Major Santos of the Constabulary) met us at the field. About 1,000 Moros, who had never seen a plane before, were at the landing field, looking with wonder at the 'Great Birds'. The Governor informed the pilots that when he had informed the Moros that airplanes would land on the field that was being prepared the majority were very skeptical. Major Fletcher, who had been in that country in the early days, and who could speak the dialect fluently, was greeted with enthusiasm by the Moro Datus (chiefs). He was asked by one old Datu: 'Did you see Heaven?' The Major jokingly replied 'Oh, yes.' 'Why didn't you go there?' That was a sticker, but Major Fletcher replied 'We didn't have gasoline enough', which seemed reasonable enough to the Moro. Questioned further by the Datu as to the appearances of Heaven, Major Fletcher replied that all he could see was a white haze. He was afraid to carry the joke further for the Mohammedan belief is that a bevy of forty virgins await every 'True Believer' at the pearly gates and a certain way to enter Heaven is to kill a Christian. The Major said that had he informed the old Datu that he had waved to the Forty Virgins the latter would have pulled out his Kampilon and started hacking in order to insure his entrance - or at least such a possibility existed.

Camp Keithly is situated on the north shore of Lake Lanao, a lake about 20 miles long and 12 miles wide. General Pershing was formerly in command of the station when it was a Regular Army post. The Moros in that region farm, weave, and make articles of gold, brass and silver. The men usually wear the sarong as a skirt and their head cloths in a style peculiar to that region. They are usually well built, very dignified and their bravery made them a difficult foe for the Americans to cope with in the early days. They were all especially glad to see the Americans and were eager to inform the American officers of their greatest respect for all things American and their hope that the United States would retain the government of the Islands. They heartily dislike the Filipinos, and at the time we landed some 40 Moros under Datu Pata had gathered in a little cotta (fort) on top of a hill and defied the Insular (Filipino) Government.

On Monday the pilots and Major Fletcher, accompanied by Governor Santos and Major Livingston, drove by auto to see the Maria Cristina Falls. The Falls are 312 feet in height. Leaving the Falls the trip was continued to Camp Overton (Constabulary) and back through a deep canyon matted with tropical foliage. Arriving late in the afternoon it was learned that 60 Constabulary soldiers had attacked the cotta across the lake and had killed 31 Moros of whom it was reported 18 were women and children.

The following day a motor boat was provided and the pilots were given an opportunity to visit the scene of the fight on the previous day. After wading for 45 minutes through mud and rice paddies, the cotta was reached. It was located on a little conical hill about 100 feet in height. The walls of the cotta were of dirt and the enclosure was about 30 feet high. It was learned that the Moros were armed only with Kampilons, Barongs (Moro knives) and two old brass cannon which had been fired when the Constabulary were well out of range. About twelve

feet below the parapet and on the outside of the cotta a shallow trench had been constructed. Thirteen Moros, armed only with knives, had lain in that trench until the Constabulary soldiers started up the North side of the hill from where the attack had begun, and then leaped out and charged the 60 Constabularymen who were well armed with rifles. Needless to say, each Moro was hit a dozen times before he had made two steps. The Constabularymen continued their advance toward the cotta, climbed the wall and drove out the surviving Moros.

On Thursday morning the two planes took off and flew south on the east coast of Lake Lanao and south 60 miles to Cotabato, the capital of the province of Cotabato. The jungles over which we flew appeared from the air to be impassable and it can be readily seen that the average speed of a mile an hour through the underbrush and thick tropical growth would be good time indeed.

Arriving above Cotabato the planes turned west and hopping over two stretches of water, about 80 miles and 60 miles, respectively, arrived at Zamboanga. The water jumps were safe to a great extent. Moro fishing vessels ply the waters, but a feature of the entertainment provided the pilots was scores of sharks and it sometimes appeared a long way to land. Life preservers make a nice target for a shark - sort of bull's eye to aim at.

During the trip data was jotted on emergency landing fields, places that appeared from the air to provide excellent area for permanent fields if the need for them ever arose. While at Lanao the Governor estimated that some 15,000 Moros had come in to see the planes, and the moral effect of American Army planes in that troubled area was excellent.

The Carnival was in full swing when the planes returned, the bay was thronged with Vintas (native boats equipped with outriggers) and the town was crowded. That afternoon Governor-General Wood arrived in his yacht, the 'APO', from a trip to Java. Two planes flew out to meet the General and, dodging the black and white sails of the Vintas, flew alongside the 'APO' and waved greetings to the passengers. Crowding the pier were at least 500 Moros who welcomed the Governor-General with cries 'Viva General Wood', 'Viva No Independencia'. That evening the crowning of the 'Suktana' of the Carnival was staged again at the Auditorium for the entertainment of the General and his party, and many interesting native dances were given.

Daily reconnaissance flights were made. The pilots had exceptionally good fortune, the only repairs necessary being the changing of a propeller which had hit an iron rod marking a tee on the golf course. On Sunday a parachute jump was made for the entertainment of the people attending the Carnival.

It was planned to return to Manila on Xmas day, but a typhoon reported to the north delayed the trip until Wednesday, December 27th. Early Wednesday morning the plane, piloted by Lieut. Batten, with Major Fletcher as passenger; Lieut. Gullet with Sgt. Dotta as passenger, and Lieut. Walker with Sgt. Adams as passenger, took off for Iloilo. The course was laid north up the east coast of the Zamboanga peninsula, across a narrow neck of land, the Sindangen point, and out across the Sulu Sea to the Southern coast of the Island of Negros, a water hop of about 90 miles. Flying across Occidental Negros and the Guimaras Strait, the flight arrived at Iloilo, on the southeastern coast of Panay, a distance of 285 miles. Due to the northeast monsoon wind, a speed of only 75 miles an hour was made, the planes landing at 9:50.

The Iloilo field is 900 yards long by 400 yards wide and lies parallel to the prevailing winds. The approaches were excellent, as the field has the bay to cross on one side and a river on the other. The field, however, is of sand loam and in places was not packed sufficiently. Two planes went in to the axles in sand while the third plane fared better and made a landing close to the edge of the field on comparatively solid ground. At the insistence of the people of the city the planes and passengers remained overnight.

On the trip to Iloilo from Zamboanga, emergency landing fields were noted on the east coast of the Zamboanga peninsula. On the island of Negros a few emergency fields were noted. On the Zamboanga peninsula, with the exception of the territory adjacent to the coast, the land is covered with dense jungles. On the north coast to the east and west of Sindangan Point some excellent fields can be built with little work.

On the morning of the 28th of December the flight took off for the southwestern point of the Island of Mindoro. The Island of Panay, over which the course was laid, provides very few emergency fields. The rice paddies with their dykes insure a crackup from any forced landing. The west coast of Panay is

flanked by a mountain range reaching 7000 feet in height. The mountains are usually covered by a thick tropical growth. The water jump of 50 miles from the North coast of Panay to the southern coast of Mindoro is broken up by a group of islands known as the Semirara Islands, two of which provide excellent landing fields. Landing at San Jose, on the estate of the Mindoro Sugar Company, the pilots and Major Fletcher were greeted by Lieut.-Col. Sam Johnson, the Number One Man of the Sugar Company, who has provided the best landing field in the Islands. Taking off in the afternoon and flying up the west coast of Mindoro, which provides a number of excellent emergency fields, through a pass on the North Point of Mindoro, across the Verde Island Passage and by Lake Taal, Camp Nichols was reached at 6:00 p.m. The distance from Iloilo to Camp Nichols is 285 miles.

The trip was productive of an enthusiasm throughout the Southern Islands for the Air Service. Landing fields will be gladly made by the communities of both Americans and Filipinos wherever there is a possibility. Contrary to the general impression, there are more opportunities for the establishment of emergency landing fields and of landing safely from a forced landing. Two fields, one at Camp Keithly and the other at Caygayan, were established as the result of the trip to Zamboanga though, unfortunately, due to limited time and gasoline, a flight could not be made to the latter place."

#### KENTUCKY PHYSICIAN UTILIZES AIRPLANE TO VISIT PATIENT. ✓

The Mayfield, Ky. MESSENGER recently printed a story to the effect that for the first time in the history of the medical profession in Graves County, Western Kentucky, or perhaps the entire State, a patient was reached from Mayfield by an airplane and an operation performed on him.

Dr. E.V. Edwards of the Mayfield hospital received a call from Dr. Gilliam to come to Milburn, 16 miles west of Mayfield. The trip being almost impossible by automobile, Dr. Edwards employed a passenger airplane with its pilot and owner, and loading his instruments on board and accompanied by a hospital nurse, the airplane departed shortly before noon and made the sixteen miles in twenty minutes, due to being forced to fly against a strong head wind. The operation on the patient was performed shortly after noon. On the return trip, the plane stepped out and made the sixteen miles in eleven minutes.

#### AIR SERVICE OFFICERS ATTEND FUNERAL OF LAWRENCE SPERRY

Two squadrons from Mitchel Field, L.I., New York, commanded respectively by 1st Lieuts. S.M. Connell and F.B. Valentine, droned a requiem as the late Lawrence B. Sperry was laid to his final rest in Brookville Cemetery, Long Island, on Saturday afternoon, February 16th. After the body had been interred and the mourners had drawn back from the grave, two planes detached themselves from the formations and showered the grave with carnations, the tribute of Mr. Sperry's employees and of the officers at Mitchel Field.

Many notables in aviation attended the services in the Cathedral of the Incarnation at Garden City. Maj. General Mason M. Patrick, accompanied by Lieut. St. Clair Streett, flew from Washington to attend the funeral. Others who arrived by plane were Lieut. H.R. Harris of McCook Field; Mr. Berliner, inventor of the helicopter; Major T.N. Joyce and Capt. B.S. Wright. Commander Warren G. Childs represented Admiral Moffett of the Navy. Among the airplane manufacturers present were Glenn H. Curtiss, Chance Vought, Grover C. Loening and Albert Verville, who was closely associated with Mr. Sperry in the development of the Verville-Sperry Monoplane.

Mr. Sperry's loss will be felt throughout aviation, but it will be felt most keenly at Mitchel Field, where he was a frequent visitor. He was enthusiastic for his own product and his own inventions, but he was quick to recognize ingenuity in others. His opinions were always impartial, valuable and freely given, and in his death Mitchel Field has lost a distinguished visitor whose greatest desire was always to help.

#### BRITISH OFFICER PRAISES AMERICAN SPORTING SPIRIT ✓

The Advance Officer for the flight around the world to be undertaken by Great Britain, Lieut.-Colonel L.E. Broome, late of the Royal Engineers of the British Army, stopped in Washington en route to Vancouver, from which port he will make the 6,000 mile trip by boat over the Pacific route of the British world flight.

He will join the airplane at Yokohama, Japan, and fly back to Vancouver over the route he will have just sailed.

Before leaving Washington, Col. Broome expressed his deep appreciation to General Patrick, Chief of Air Service, for the cooperation extended to him and communicated the following to the Associated Press:

"I would like very much before I leave Washington for Vancouver to express my great appreciation and admiration for the extremely friendly and sporting spirit shown towards our proposed flight around the world by the various departments in Washington with whom it has been my good fortune to come into contact, with a view to exchanging information and data in regard to the crossing of the Pacific Ocean in particular and the flight around the world in general.

After a very busy two days, I have come to the conclusion that I have got distinctly the best of the bargain. My Embassy soon put me in touch with the proper United States authorities and I have to thank Mr. Denby, the Secretary of the Navy, Admiral Moffett and his staff who have supplied me with much information and given me letters of introduction which will be of great use on the route.

For the Army who are principally concerned I have to thank Maj. Gen. Patrick and his Aide, Maj. Frank, who put me in touch with the personnel who are doing such splendid work in organizing the United States flight as a whole. Yesterday I was flown to Langley Field, where it was my privilege to meet Major Martin and the officers who will actually make the trip and who not only showed me one of the planes but took me up in it and gave me a chance to see the splendid work and scientific thought which has been put into its construction.

Admiral Billard, Chief of the Coast Guard Service, has given me letters which will be of greatest assistance wherever his revenue cutters and personnel are to be found.

All this kindness and splendid sporting spirit was in return for the gift which I gladly made of the map and general information concerning the Pacific route which I have had in preparation for the last two years.

I content that this is the proper and fitting way to approach the great enterprise which both our countries have in view. The healthy rivalry of a race through the air around the world should surely be an event of the greatest public interest to the civilized world and of benefit to the science of aviation, progress and fresh discoveries which mean so much at the present time. I am proud to think that it is my great good fortune to be one of the party to race against such opponents.

I leave this little message as a slight and entirely inadequate expression of thanks for the unfailing courtesy which I have received from everyone during my short mission and visit in your city."

#### AIR SERVICE PERSONNEL IN PHILIPPINES GREET GENERAL MITCHELL.

Thirteen DH4B airplanes from Camp Nichols, Rizal, P.I., flew formation over the U.S. Army Transport THOMAS to greet Brigadier General William Mitchell, Assistant Chief of Air Service, upon his arrival at Manila. A five-plane formation of MB3's from the 3rd Pursuit Squadron arrived from Clark Field, Pampanga, P.I., and also flew in formation over the THOMAS.

General Mitchell inspected Camp Nichols and seemed to be very much pleased with conditions found at this station.

#### POLO PLAYING ON THE PACIFIC COAST.

Captain R.G. Ervin, Air Service, Chief Engineer Officer at the Rockwell Air Intermediate Depot, Coronado, Calif., who is Secretary of the Coronado Polo Association, announces that plans have been made for one of the most successful polo seasons Coronado has ever known. Eight polo teams will attend, and high class polo will be played, beginning about February 20th. The Pacific Coast Championship Tournament will be played from March 15th to April 15th. The teams will represent the best polo clubs on the Pacific Coast, Texas and Hawaii, with some of the polo stars from the East Coast and the mid-west. The Tournament will be held at the height of the Coronado Season, when thousands of visitors from all parts of the United States, Canada, Europe and, in fact, the world, will be present.

A RAPID, NEAT AND INEXPENSIVE MECHANICAL METHOD OF  
LETTERING PHOTOGRAPHIC NEGATIVES.

By Lieut. A.W. Stevens, Eng. Div. Air Service, McCook Field, Dayton, O.

How often is the appearance of a good photograph ruined by a hideous scrawl

across one corner, conveying the number of the negative, the subject, the name of the maker, or all three things! Frequently, the figures or letters are  $3/15$  of an inch high, no two characters are alike and, worst of all, the lines pursue an uneven up and down hill course. The effect is bad on a contact print; on an enlargement it is horrible.

It is interesting to note that the small letters on a typewriter using the familiar type known as "Elite", the size adopted for army typewriters, are but a sixteenth of an inch high, and that even commercial typewriter characters are considerably less than  $3/32$  of an inch high. Why not typewrite on the negative therefore? In the first place, it can't be done, and it would print backward if it could be done. But by using a comparatively inexpensive material known as Kodaloid Thin No. 1, Transparent, the whole problem is solved. It is possible to get quickly all the title you want, several lines if necessary. Only two or three minutes are necessary to prepare the title, put it on the negative and start printing.

Kodaloid, which is a thin transparent sheet resembling celluloid, about .003 inch thick, comes in various sizes, the most common size being 11 x 14 inches. Place one carbon paper of the ordinary black variety, face in, on the back side of the Kodaloid sheet; place two carbon papers, both face in, on the front side of the sheet. Insert all four pieces in the typewriter. Throw the lever which actuates the ribbon to off position, or remove ribbon. Write your title, or several titles. Remove the sheet, take off the carbons and cut sheet with scissors or safety razor blade into strips. In writing titles, allow an inch or more between titles, as the strips can be handled better with this much margin. The margin on the portion that goes over the negative should be only a thirty-second of an inch beyond the characters written. Use ordinary rubber adhesive tape to attach title strip either to edge of negative or to under side of printing mask. In the Air Service, where prints are made on film  $9\frac{1}{2}$  inches wide and 75 feet long, the film rolls under the mask, to which a title strip has been attached with two small pieces of surgeon's tape. The same title will often do for several consecutive negatives. It is only a moment's work to strip off the old title and affix a new one. In the case of a plate negative, or cut film negative, the title strip may be filed away with the negative.

During the war good draftsmen were available, but in the pressure of action much valuable time was lost through the necessity of lettering practically the same information on each negative of a series taken over the enemy lines, such as general locality, date, time of day, altitude, focal length of lens. The only information that changed was the serial number of the negative and the co-ordinates of its locality. With the above method the work of the draftsmen would be cut to one-quarter.

For making lantern slide announcements, use the same material, bind it between two cover glasses, and in five minutes or less it is ready for projection on the screen.

#### AIR SERVICE OFFICER MAKES FLIGHT IN HOME-MADE GLIDER. ✓

Lieut. Hiram W. Sheridan, A.S., 19th Pursuit Squadron, Luke Field, H.T., according to the February issue of the Luke Field FISH TAIL, achieved a definite victory in his efforts to break the world's gliding record recently at Wheeler Field, Schofield Barracks, H.T., when he qualified in a dramatic flight to participate in the International Gliding Contest. It was demonstrated by the experiment that the air currents in Hawaii are among the best in the world for aviation.

Lieut. Sheridan took off by means of an elastic rope attached to the plane. While the machine was held back, a group of men pulled with all their might on the rope attached to the nose of the glider. At the proper signal the men holding the machine let go. The glider rose considerably higher than its starting point. For 46 seconds it remained aloft, traveling 1200 feet.

Records of the flight were made by representatives of the National Aeronautic Association, and these will be sent to the Federation Aeronautique Internationale in Paris, which organization will probably send a permit enabling Lieut. Sheridan to participate in the contest for world's records.

Lieut. Sheridan received letters from General C.P. Summerall, Commanding the Hawaiian Department; General Grote Hutchason, Commanding the Hawaiian Division, and Major Robert E.M. Goolrick, commanding 4th Observation Squadron, commending him on his resourcefulness, skill and efficiency in constructing and successfully testing the glider. Major Goolrick expressed his belief that Lieut. Sheridan will be enabled under proper conditions to make a record for the Air Service.

THE TRANSCONTINENTAL FLIGHT IN A MARTIN BOMBER  
(Continued from last issue)

On account of the fact that the information which we had on the Air Mail fields at Elko and Reno, verified by conversation with Mail Pilots flying in and out of both places, clearly indicated each place entirely too small to hope to get out of should we be able to land, it was decided to lay over at Salt Lake with the Martin until a reconnaissance could be made with a DH which we were able to get from the Reserve Squadron located at Salt Lake. In the absence of Capt. Harold George, Sgt. Steinle was in command and authorized the use of the plane. Leaving the following morning, October 17th, the ship was flown to Elko, serviced up, and then flown on to Battle Mountain in search of suitable landing fields. An excellent field was discovered, plenty large enough for the Martin, about ten miles west of Elko. We had excellent advice relative to a field 17 miles northwest of Reno, so that it was decided not to fly on to Reno but to get information from the Air Mail Station there by means of radio. A message was duly received as follows: "Field at Dry Alkali Lake in good condition. Possible to land any place. Two and a half by two miles square. Please inform us what service you want." After making arrangements with the Air Mail and Standard Oil people at Elko, relative to servicing the Martin, the following day, and after consulting the owner of the field which had been selected, a Mr. Hunter, who readily gave his consent to the use of it, a return to Salt Lake was made the 18th. It was decided to leave with the Martin the next morning early, so that we could go all the way through to Reno.

The take-off from the field at Salt Lake was not difficult. There was just enough room with a reasonable margin of safety. A run of about 850 yards was required. We were able to get under way at 9:35 in the morning and as soon as we got into the air struck a due westerly course across the Great Salt Lake Desert. The flying of this part of the trip was certainly in marked contrast to the flying from Cheyenne to Salt Lake. We were able to stay over good country all the way into Elko, except when crossing several mountain ranges that lie midway between Salt Lake and Elko. No greater altitude than 7,000 feet was required. The course followed, after crossing the desert, cut off bends of the Western Pacific Railroad until Wells was reached after which it simply followed the railroad to Humboldt River to the southwest. Having already flown over the route it was possible for us to make it the easiest way. The trip was really enjoyable. It was not too cold, the weather fair, with good visibility, the wind from the east shifting to southeast. In fact, we were so good about it that we flew down low as we were about to pass a train crossing along toward the west in order that we might wave to the passengers on board. After passing over Elko, we continued a little farther to the west until we came to a fairly large grove of poplar trees on a ranch near the railroad. This place is marked Hunter on the map, and is owned by the Mr. Hunter mentioned above. The field which we had selected is not very far away. We approached it from the southwest and made a landing without any trouble. Having landed there the day before with a DH we were, of course, familiar with it. It was not very long until the Standard Oil Gas truck was on the job, although they had not expected us so soon after receiving a message that we had left Salt Lake at 9:35. An easterly wind had helped us along. Closely following the Standard Oil truck came a line of automobiles from town of all descriptions, Elko was turning out in force. They had heard that we were coming and after seeing us pass overhead they were not going to miss the excitement for anything. We were asked innumerable questions by the greatly interested spectators - Would the ship fly with only one motor? Did one pilot control one motor and the other pilot the other? Several people spoke of incidents happening during the Transcontinental Race in 1919. Elko was on the route. We also had frequently to assure somebody that we were not breaking any records.

The average person nowadays fully believes that any flight a little out of the ordinary must be a record-breaking attempt. We explained that it was merely a case of flying a big ship over the route instead of a small one, and that our ship was capable of carrying a load of 2400 pounds, bombs or anything else. We did not tell them, however, that with such a load it was much better to stay around sea level. The Air Mail gave us very good service at Elko, even though we did not use their field. Before leaving, at noontime, they sent a radio on to Reno stating what time we should probably arrive and to be on the lookout for us. In a short while we were well on our way again. No trouble was experienced in getting off the field. It was a bit rough on account of many gopher holes and constant mounds of dirt. We got off in about 1,000 yards. The country at that point is around 800 feet higher than it is at Salt Lake. After getting into the

ait it was necessary for us to circle about a little for sufficient altitude to fly over the railroad pass 30 miles west, and so get out of the valley which closes at that point. A fairly straight course was then followed due west to Battle Mt., detouring at one point a trifle to the north in order to avoid passing over a range of mountains. At Battle Mtn. the railroad was left and a compass course flown for approximately 100 miles over very bad country, although not particularly dangerous in event of a forced landing except that one might starve to death or die of thirst before getting to any habitation, if not equipped. We thought as much while flying over the country, too. The railroad was 50 or 75 miles away and we had not a bite to eat with us. It was not difficult to check up from time to time as we flew compass course. We had checked shortly after leaving Battle Mtn. and were sure of the course unless the wind had changed. At one time a little confusion existed but after a while we could see the smokestacks of the Salt Works at Huxley, on the Southern Pacific Railroad, and knew that we were right on the course. The country is very flat to the east of Huxley and known as Carson's Sink. Passing over Huxley on the same course we struck the railroad soon again and followed it into higher and rougher country until it breaks through a pass into the valley wherein Reno flourishes. After circling Reno several times we located the Mail Field and took a look at it out of curiosity, to realize that we would certainly have been out of luck if we had tried to use it and much more so if we had not provided ourselves with information about the other field in advance because there are no other places possible to land in with a Martin. While circling over Reno we noticed a ship below us heading toward the northwest in such a manner that we realized at once that the pilot was trying to show us the way to Dry Alkali Lake. We followed, but having a faster ship, overtook and passed him. The pilot, whom we afterward found out to be Mouton of the Air Mail, waved us on ahead and very soon we caught sight of the unmistakable white surface of Dry Alkali Lake situated in a valley entirely surrounded by hills 800 to 1,000 feet high, with a pass to the northwest and south, through which a road runs into Reno. There were quite a few cars parked on the west side of the "Lake" near the road and we could see their owners watching us. We landed near them on the smooth white, almost dazzling, surface and rolled for quite a way on the chalk-like deposit which is as level as water. We found among the spectators the assistant manager of the Mail field, with rope and stakes sufficient to tie us down for the night, and plenty of automobile space to take us into town. Incidentally, the Air Mail gave us very good service the while of our stay over at Reno. A total of 475 miles had been flown for the day; in 2 hours and 50 minutes for the first hop of 215 miles and 3 hours and 20 minutes for the last hop of 245 miles, an average of 81 and 74 m.p.h. respectively.

The weather was perfect throughout the trip, with good visibility and moderate temperature. The wind was from east-southeast. We were not forced to fly at an altitude greater at any time than 7,000 feet on the trip. Altogether the flight from Salt Lake to Reno was very enjoyable.

At Reno we had only one more difficult flight to make, over the Sierra Nevadas, and then would be able to get down near sea level again where we were much more at home. After talking to several people about the best route to take it was decided to pretty well follow the railroad, as it passes over the mountains at Truckee, just north of Lake Tahoe. We were assured that it would be possible to get over the summit with an altitude of 10,000 feet and have a fair margin of safety. After servicing ship the morning of October 20th, we were able to leave Reno about 9:30. It required about 1,000 yards to get off in, the elevation being about 5,000 feet. After circling the city for some time while trying to get altitude, we started for the summit of the Sierras with 9,000 feet. On account of the fact that not a great deal of wind was blowing and the air not bumpy, as well as the fact that the abrupt rise of the eastern slope of the Sierras made the summit easy to approach and still maintain altitude above ground, we were able to climb at maximum and get the Martin to a ceiling of 10,400 feet, which was the highest altitude attained on the trip, and with which we crossed over the mountains just north of Lake Tahoe with a good margin of safety. As soon as we got a little beyond that point we were able to throttle down the motors slightly and nose down following the gradually descending slope of the western part of the mountains from 9,500 feet to 300 feet over a distance of 60 miles. We flew a general southwesterly course in our descent and about the time we passed over the timber line at approximately 3,000 feet found a railroad which took us into Sacramento, where we landed at Mather Field, 300 feet above sea level. What a grand and glorious feeling! We had practically completed one-half, and the worst

half of the flight, successfully. It had taken us 3 hours and 20 minutes to make the 120 miles of the trip, during which the motors had been wide open, until passing over the summit, pounding heavily but faithfully nevertheless. Our average speed was not quite 40 m.p.h., but one hour of the time had been spent in getting altitude over Reno. The weather was fine, good visibility, moderate temperature and gentle southwest winds. A noticeable difference in the character of the Sierra Nevadas, quite in contrast to the mountains further to the east, is that they are heavily wooded with numerous small lakes at the summit. It was a pleasant sight for our eyes, sore with the panorama of rocky hills covered with sage brush, or nothing at all, although a forced landing among trees is not a pleasant consideration. We noticed several forest fires on the west slope, with smoke blowing high into the air.

After spending the night in Sacramento we arrived back at Mather Field the following morning to service ship and leave for Crissy Field. Uncertainty about the size of the field had been cleared up by talking to several people after arrival at Mather and it was believed not too large but large enough. The high bluff at west end of field made it bad. We would be able to take off in the other direction but only when the wind was from the east or not blowing very strongly. The prevailing wind is from the west. After getting ship serviced we were informed, in answer to a telephone call that we had put through to Crissy Field, that the weather at that time was uncertain, fog prevailing to a great extent. We decided to await a better report and so were not able to get away until 3:15 in the afternoon. In an hour and a half we had covered the 90 mile trip and had arrived at San Francisco. We flew over the city for a few minutes, then made a landing at the field to be greeted by an enthusiastic crowd of friends, reporters and spectators. Half of our trip and more than half of our worries were over. We set about to celebrate.

It had taken us just eight days to make the trip from Fort Riley, which is the geographical center of the United States, to San Francisco. The weather during these eight days had been exceptionally good. It continued so while we were at San Francisco, with a west wind prevailing. The first four days of our stay at Crissy Field were spent in getting ship and motors back into shape. The shock absorber cord on one side of the undercarriage had just about gone so that it was necessary to replace it. The motors were then thoroughly washed with a gasoline spray and checked over. The ship was likewise cleaned and partly varnished. All stops that we had made were stenciled in gold on side of fuselage. We then began to consider our departure. It was decided to wait for a change of wind before attempting to leave. While it may have been possible to take off toward the bluff at the west end of Crissy Field and make a sharp turn to the right, passing between the edge of the hill facing the water and a life-saving station, as the DH's are flown, there was not enough margin of safety in doing so. We did not leave Crissy Field until October 29th, therefore, after having been there a week. At that time, although we had a favorable wind for getting out of the field, a characteristic San Francisco fog had settled over the Bay and the immediately surrounding country to within a hundred feet of the surface. We took off, without any difficulty, in this fog and flying out over the Bay made our way through Carquinez Strait, where it was necessary to fly under two high tension lines about 150 feet overhead to the outlet of the Sacramento River to Suisun Bay where the fog lifted. From that point on to Sacramento the weather was fair, although hazy. It took us one hour and 30 minutes to make the 90 mile trip again. The fog had taken us off the direct course. We reached Sacramento too late to go all the way through to Los Angeles, so it was decided to spend the night at Sacramento rather than at Bakersfield, and leave early the next morning.

It was an interesting flight down the San Joaquin Valley to Bakersfield. We passed over good country all the way, changing from grain fields, vineyards, and cultivated ground, to the north to more open cattle country farther south near Bakersfield. After circling town, upon arrival, to let the Standard Oil Company know that we wanted gas, we flew back to the municipal landing field four miles north of town and landed. We found at that point that our motors were beginning to show the ill effects of their hard usage while coming over the mountains. We discovered a leaky water jacket in the right rear cylinder, and a blown valve, both in the right motor. Neither was serious enough to have to stop to fix at that point and it was hoped that we would get all the way to Rockwell Field at San Diego and there change motors. After servicing ship and

phase of work.

On the first two nights the light beam was set parallel and into the wind. On the last night, however, this was changed as an experiment and set at ninety degrees. Both worked equally well, but it was noticed, however, that more "under-shooting" was apparent in the latter case than before. This was probably caused by pilots desiring to take off for their remaining flights from the position of landing rather than turning around and taxiing back to the beam for the next take-off.

#### GENERAL PATRICK'S VISIT TO PANAMA

The visit of Major General and Mrs. Patrick and Col. W.C. Davis and Mrs. Davis during the early portion of January was an event long to be remembered by the Air Personnel at France Field, Panama Canal Zone. The climax of the Chief's tour of the Canal Zone was the dinner and dance given in honor of the distinguished visitors at the Washington Hotel, which was attended by Major General and Mrs. Sturgis, General and Mrs. Palmer and representatives of their staffs, as well as Commander and Mrs. Wood from the Navy. Seldom, if ever, has a similar gathering of such eminent individuals occurred in the Canal Zone. The entire Air personnel attended in a body.

Following close upon the visit of the Chief of Air Service came the joint Army-Navy maneuvers. The details of preparation for and the active participation therein gave the personnel at France Field much to do for the period of these activities. The actual maneuvers were so near to the real thing that the Operations Office became anything but an office of routine record. Warships were bombed, landing parties "straffed", Coast Artillery batteries assisted by observation of fire, aerial combats with planes from the "Black" Fleet, defensive patrols and reconnaissance missions engaged in successfully until the "Blue" Fleet passed through the Canal and, in a grand sortie, accompanied by every form of Army and Navy aircraft, swept into the Caribbean to engage the enemy.

These maneuvers were attended by but two minor accidents - one when Lieuts. Morgan and Wainer were forced to land at Bocas del Toro and again when Captain Farthing with his SE5 dropped into Gatun Lake. There is but little doubt in the minds of all the services engaged in this gigantic problem that aircraft in future wars will probably be the first arm to be considered, if the lessons just learned here are indicative.

#### ROCKWELL FIELD OFFICERS IN PISTOL DUEL WITH SAN DIEGO POLICE

Yes, there were no casualties! It was merely a friendly pistol competition between the officers of the Rockwell Air Intermediate Depot and San Diego's finest to determine who was best on the trigger.

Shortly after the annual pistol shoot held by the officers on duty at the Depot, Capt. W.M. Randolph, one of the high guns and Range Officer, bravely challenged the San Diego police force to a pistol duel, to be held on the Depot range at any time the cops could arrange an afternoon off. Wednesday afternoon, January 30th, the glad news arrived at Headquarters that a picked squad would be sent over at 2:00 p.m., ready to accept the challenge and incidentally show the Army how to shoot. It must be remembered that the annual target season for the Depot ended on December 7th, and as in all other Air Service activities there is much work and little time for the officers to keep their hand in on pistol firing. Major Arnold had only an hour or two to muster a team of seven men out of a personnel of nine officers to compete against the pick of San Diego's Finest. Nevertheless, the officers did fairly well under the circumstances and were defeated by only seven points. The score was as follows: Army - Major H.H. Arnold, 83.5; Lt. J.P. Richter, 78.3; Capt. W.M. Randolph, 60.5; Capt. J.H. Haughton, 73.8; Lt. V. Hine, 74.1; Capt. R.G. Ervin, 68; Lt. L.F. Young, 81.1. Police - Chief J.T. Patrick, 75; Major J.L. Bacon, 85.5; Sgt. Police R.P. Newsum, 80.8; Patrolmen A.J. Courteney, 81.1; L.D. Walters, 75.9; H.E. Gibson, 83.7, and E.D. Myrick, 90.5.

#### PNEUMONIA TAKES AWAY POPULAR YOUNG OFFICER

After an illness of one week, 2nd Lieut. Melville I. Murray, Air Service, died at the Station Hospital at Mitchel Field, L.I., N.Y., on February 17th of

bronchial pneumonia. Lieut. Murray was commissioned last fall and reported at Mitchel Field for duty in the latter part of October. He was assigned to the First Observation Squadron and, in addition to squadron duties, he had supervision of post athletics. His death was due in a degree to the energy with which he performed his duties in connection with athletics, having sustained a severe cold in playing basketball, which later developed into a fatal sickness.

Lieut. Murray was an energetic, enthusiastic and efficient young officer and would undoubtedly have made a good pilot. In the three months that he was at Mitchel Field he earned the respect and regard of all those who came in contact with him.

#### AN INCENTIVE TO RECRUITING. ✓

The following in the form of a single mimeographed sheet has been prepared at Mitchel Field, and is being distributed by the Army Recruiting Officers throughout the 2nd Corps Area. In addition to being given to applicants, its publication will be secured in the smaller papers. Any Air Service station in need of recruits could use this system in their own Corps Area at practically no expense to the Government. It is suggested as an economical and efficient method of interesting men in a particular station of the Air Service.

#### MITCHEL FIELD

Where aviation history is made  
Long Island, N.Y.

On Hempstead Plains, twenty miles from New York City, and in one of the most beautiful sections of Long Island is located Mitchel Field, the home of the Air Service in the second Corps Area. To the North is Wheatly Hills, in whose wooded valleys nestle the homes of some of America's foremost men, and to the south is the Atlantic Ocean with its opportunities for surf bathing and for boating and fishing in its adjoining creeks and bays.

More than once during 1923 Mitchel Field took first place in the news of the world. In far off Russia men followed with keen interest the non-stop flight of Lieuts. Macready and Kelly to San Diego. The whole world shared in Lieut. Maughan's disappointment when he failed to reach San Francisco before dusk on his two gallant attempts. History was made and space all but annihilated when Lieut. Al Williams flew his Curtiss plane 274 miles an hour. A great air armada of 20 giant bombing planes made Mitchel Field their headquarters for a time during the summer and in the fall the Aerial Carnival furnished thrills and spectacles that have never been equalled outside of the World War. There was not one member of the garrison who did not have some part in these stirring events. Even greater things are scheduled for 1924.

Everything for the comfort of the garrison is done and in return the best is expected of each man. Fatigue work is reduced to a minimum with a central heating plant and a consolidated mess. The post has well equipped bowling alleys; library Privates and Noncommissioned Officers Club; Post Exchange and Restaurant; gymnasium; semi-weekly motion picture shows and Organization recreation rooms. Transportation is furnished to a neighboring theatre where soldiers are admitted free one night each week and to the beaches on holidays during the summer. A post school is maintained during the winter months.

The War Department has recognized the needs of the Air Service by awarding it the highest percentage of noncommissioned grades and specialist ratings of any arm of the service, consequently it offers the greatest opportunity for promotion of men of character and industry.

#### COAST ARTILLERY PRAISE AIR SERVICE COOPERATION

Colonel H.J. Hatch, C.A.C., President of the Coast Artillery Board, Fort Monroe, Va., in a letter to the Commanding Officer of Langley Field, Va., expresses the appreciation of the Board for the cooperation of the personnel at Langley Field in connection with the tests of an anti-aircraft searchlight control conducted at Fort Monroe, Va., during the evening of February 7th last, stating that the very satisfactory results obtained were due in no small measure to the assistance given to the Board by Major John H. Pirie and Capt. Earley E. W. Duncan, in operating a Martin Bomber for the tests. The Board particularly commended Captain Duncan for the very efficient manner in which he carried out the program

for the plane during the tests.

HANK RECEIVES THE CUSTOMARY EARFULL.

Kelly Field, Texas.

Dear Old Hank:

All my life I have lived according to three mottoes: "Don't judge the depth of a well by the length of the pump handle", "A prune was once a plum", and last but not just as sudden, "It's a long alley that has no ashcan", or to put it a little stronger, "You can't hatch a wise bird out of a foolish egg". Hold him Sheriff.

Well Hank, we were watching a couple of rocking-chair jockeys, who were waiting for their storm and strife outside of a department store and as the different female species passed by, these birds managed to invite attention more or less, whereupon Sgt. Hale remarked "When I see a couple of these 60-year old birds flirting with these Cleopatras, the pass word or countersign of this man's army is 'alimony'". And he didn't mean maybe, eh Hank?

Hank, I wish you would of been here payday. You know MacIntosh and how proud he is of the fact that he is a descendant of the old Scotch clan, well he got in an argument with Corporal Walsh of the 3rd Attack and after Mac had got pretty mad at Walsh, he says, "I want you to understand, Corporal, that I am a MacIntosh", whereupon Walsh remarked, "I don't give a dam if you're an umbrella, I'll have me rights". And then the fun began, Hank.

Well Hank, your friend Powers was discharged on the 15th and is going back west to work for a couple of butter milk inhalers, who he says is going to grub-stake him to a farm called "Lost Creek". Sounds like he is going to raise ducks, eh Hank? Mebbe so, mebbe so.

Hunting for deers (not dears) ain't been very successful lately Hank. Lieut. FitzGerald and Lt. Biggs got back and reported that they saw plenty of deer but they were riding express trains. Some deers, eh Hank?

Well, the poultry farm of Sgt. Fotwinger will be very much depleted pretty soon as he has taken five more pullets off flying status, as their duties will no longer require them to participate in regular flights. That's the fellow, Hank, who tells his hens, "An egg a day will keep the butcher away". Good maxim, eh Hank?

Well, we are all trying to make the grade for a few more kopecks by taking the examination for promotion and I was telling Sgt. Cress that Lt. Raley, who was pretty well up on trigonometry, might give us some of that and he replied "I hope he loads me up with it, I'm the only poor shot in the squadron". Yes, Hank, that's the same bird that told us "Carrie Nation was an Indian reservation. Damphool.

Looking over the sick report the other day I saw where Menk has again contracted what Major Brailsford calls "Painters colic". Must of run into a poor grade of lip-stick, eh Hank? You will be surprised to hear that O'Brien, who was discharged on the 19th, is going back to the "auld sod", with 20,000 feet of steel pipe, mostly in three and four foot lengths. Rare judgment, eh Hank?

They tell me, Hank, that the labels on some of the wet goods for sale in this locality are very encouraging. One of our members of the "Rosy Nose Club" was lubricating his lungs out of a bottle which says on the label "Until death do us part". No Hank, I haven't been thirsty since. A western brewer of near beer puts on each bottle a label saying: Don't mix yeast with this beverage as it has a powerful kick". What we would like to know is how much yeast he means. Always thirsty, eh Hank?

Well, Hank, Lauterstein and myself were riding in Pat Hayes car one day last week and he was hitting up a pretty good clip, whereupon I says to Louie: "If that mick cracks up there's one consolation, he goes with us". Then Louie says "What's an Irishman care for his life if he can kill two Jews". Rare judgment, eh Hank?

Well we got a show down inspection on brass buttons and I will have to prepare for same by getting excused by the Adjutant, who will notify the Detachment Commander, who is himself, and a very tecknicle situation is solved.

As ever,

Shylock.

P.S. Smoke Johnson was presented with an extra addition in the family last week. Officially speaking, he calls it a carbon copy.

## Notes from Air Service Fields

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

### TENTH SCHOOL GROUP

**FORTIETH SCHOOL SQUADRON:** Flying in this organization for the past week consisted mostly of practice, test and instruction flights.

A new DH4B was received from the San Antonio Air Intermediate Depot, making a total of four DH4B's now in our possession.

The hangar personnel were rather busy during the past week preparing the ships for night flying, which started on the evening of January 21st.

Bombing was carried on during the past week and the new G-5 bomb racks seem to be standing up well under the test.

The Squadron Club gave a dance at the Hostess House on the 15th, the Post Orchestra furnishing the music for the occasion. Among the many attractions were eating contests. The winners of first prizes, were as follows:

1st prize, Banana eating contest, Miss Dorothy Kenyon

1st prize, Doughnut eating contest, Cpl. Van Zant, 60th Sqdn.

Everyone seemed to have had a very good time and we are all looking forward to the date when we shall have another.

**FORTY-FIRST SCHOOL SQUADRON:** Night flying was commenced by the students January 21st. One successful night of flying was experienced, but inclement weather prevented further operations until the night of January 24th, when everything went fine and a total of about twenty hours was flown in this organization.

Advanced flying training for the graduating class of Cadets and student officers taking "Attack" training was resumed and is being conducted at double time.

**FORTY-SECOND SCHOOL SQUADRON:** Flying this week, which totaled 141 hours and 35 minutes, included a cross-country flight to Cline, Texas, on January 17th, by Corporal Huguet and one to Austin, Texas, by Cadet Collins on the 24th. This week the members of the graduating class were given instructions in night flying. They also worked artillery problems at Camp Stanley.

A ground review was held during the week for the Group Commander.

**FORTY-THIRD SCHOOL SQUADRON:** The weather broke for a few days, much to the delight of all pilots to say nothing of the glee caused the Press Representative of our city. "The winter play ground of America", was for a few days, a safe resort for our Alaska friends, but the country of "Eternal Sunshine" was blessed after a while with some of the "rays" from whence its name was derived, and all of the students graduating February 1st, availed themselves of the opportunity afforded and kept the single seaters busy.

The only disagreeable occurrence that has to be reported, and we hope no official cognizance will be taken of it, is that Lieut. "Jimmie" Duke came near causing a panic in our squadron, not only by flying low with the GAX, but said GAX having a Peruvian "Wood-Chuck, commonly known as SKUNK, in the tail of it. The said SKUNK expressed himself in no uncertain terms while in flight, but we can readily see the "Kitty's" attitude, but knowing nothing of its habits we can not criticize its choice of a home. We hope he displays no love for pursuit ships.

All preparations for night flying were completed, but due to inclement weather had to be postponed from original date to the latter part of the week.

**SIXTY-EIGHTH SERVICE SQUADRON:** Six Liberty Engines and two Wright E Engines are being overhauled. Two Liberty Engines are being tested.

Six DH4B's are being repaired at the Aero Repair and two are ready for test.

### THIRD ATTACK GROUP

**EIGHTH ATTACK SQUADRON:** Flying operations of this organization during the past week consisted of attack and tactical exercises of horizontal bombing and machine gun practice.

On January 18, Lieut. Carr made a cross-country flight to Robstown, Texas,

taking with him Major Tobin. On his return flight motor trouble forced him to land at Pleasanton, Texas and he returned to San Antonio by rail.

On Friday afternoon, January 18, this squadron stood a field inspection by the Group Commander. No tents were pitched, but pack equipment was displayed for inspection.

Cpl. Henley (ASORC) made a cross-country flight to Hull, Texas, on January 21, and returned to this station with Pvt. Allen as passenger. Flying time was six hours and thirty minutes.

**THIRTEENTH ATTACK SQUADRON:** Flying for the past week from this squadron consisted mainly of training flights with the GAL planes and practice formation flights with DH4B planes.

Capt. Harvey and Lieut. Clark made cross-country flights to Laredo, Texas, January 21, for the purpose of ferrying enlisted men to relieve men stationed at the Laredo Airdrome. They both returned the afternoon of the same day.

**TWENTY-SIXTH ATTACK SQUADRON:** On January 18, this organization participated in a dismounted review, followed by an inspection of equipment. Full packs were carried and after the review, packs were opened and laid out for inspection by the Group Commander.

On January 19, the Group was inspected and reviewed by the Group Commander. After the review, an inspection of barracks and mess halls was made.

On January 21, Lieut. Duke left for St. Louis, Mo., on Airways.

During the past week the officers of this squadron participated in formation flights, bombing attacks and routine test flights.

**NINTIETH ATTACK SQUADRON:** Flying this week consisted mostly of aerial gunnery, and formation with the Group.

Owing to weather conditions only a few days were available for flying.

On January 21, Lieut. Zettel made a cross-country flight to Sanderson, Texas, returning the same date.

**SIXTIETH SERVICE SQUADRON:** Major L. H. Brereton, Commanding Officer of the 3rd Attack Group, with Corp. D. E. Erwin of this organization as mechanic, using a DH4B-1 (assigned to the Major), made a cross-country flight to Laredo, Texas, January 16th, to inspect the Airdrome at that station. They left this field at 11:00 A.M. and were due to return that afternoon, but due to inclement weather they did not return until 4:15 P.M. the following day.

Major Brereton's DH4B-1 (23-439), which was transferred to the San Antonio Air Intermediate Depot for overhaul, was recently reassigned to him and accompanied by Corp. Erwin as mechanic, he flew this plane on a cross-country flight to Dallas, Texas. They left this field at 1:05 P.M. January 19th and returned at 5:45 P.M. the 21st. The return flight was made in two hours and thirty-five minutes.

Lieut-Col. C. C. Culver's DH4B-1 was ferried to the S.A.A.I.D. by Lieut. Hefley of this organization for general overhaul. Also, a new DH4B was assigned to the Colonel on January 22d.

Kelly Field, San Antonio, Texas, February 4.

#### TENTH SCHOOL GROUP

**FORTIETH SCHOOL SQUADRON:** The students of the Bombardment Class put the finishing touches to their course by a general review of all the specialized training they received during their course. Most of the time during the past week was devoted to Bombing and Formation work.

An aerial review was given by the students of the Graduating class on the 31st, and this organization furnished a formation of five Martins. General Lewis was the reviewing Officer.

Lieuts. Dunton and Cannon took a Martin to Ellington Field on the 27th, returning the same day.

Lt. Umstead of Brooks Field, made a cross-country in a DH4B to Fort Worth on the 26th, returning on the 27th.

The basket ball team of this organization downed the 13th Sqdn., to the tune of 40 to 6. The team won three games in the post league and lost none.

**FORTY-FIRST SCHOOL SQUADRON:** This organization was busy the past week preparing for an inspection by the Corps Area Commander. In the inspection the organization presented a highly satisfactory front. Five airplanes were furnished in the afternoon for the aerial review flown for the General.

Flying activities were confined to a few test, training flights and finishing up of night flying by students.

**FORTY-SECOND SCHOOL SQUADRON:** Flying this week was suspended to some extent because of inclement weather. Ships flown from this squadron obtained a total of 46 hours and 10 minutes flying time, mostly credited to the class of students who graduated this week. The activities of the departing class were confined to artillery missions at Camp Stanley.

In addition, two ground reviews and one aerial review were staged during the week, the latter being for General Lewis by the graduating class.

**FORTY-THIRD SCHOOL SQUADRON:** Flying for the past week was reduced below normal, due in part to students being allowed to fly but twenty minutes daily.

The aerial review held for General Lewis, Corps Commander, came off without a mishap. We furnished 5 MB's, 5 SE's, 5 Spads, 3 Sperrys and 1 Vought for the review.

A general inspection was made of the Barracks and Hangars and, so far as has been learned, everything was in perfect order.

**SIXTY-EIGHTH SERVICE SQUADRON:** Activities for the past week consisted of overhauling 7 Liberty Engines, the testing of two Liberty engines and the receipt of a consignment of engines from the S.A.A.I.D. All engines have been assigned to different organizations.

#### THIRD ATTACK GROUP

**EIGHTH ATTACK SQUADRON:** Flying operations of this organization during the past week consisted of formation practice, aerial gunnery, cross country and routine test flights.

On January 26th, this organization participated in a Wing Review.

Cpl. Henley (ASORC) as pilot and Corporal Kelly as passenger made a cross-country flight to Hondo, Texas and return on January 26th.

On the same date, Lieut. Chas. McK. Robinson as pilot and Sgt. Marsh as mechanic proceeded on a cross-country flight to Seadrift, Texas, returning the next day, their flying time being 3 hours and 20 minutes.

Our Squadron Basket Ball team has been in readiness for a real live game for the past two weeks but to date no team has called their hand. We had scheduled games with both the 13th Squadron and the Medical Corps, but both forfeited.

**THIRTEENTH ATTACK SQUADRON:** Lieuts. Kimble and Proehl, from the 10th School Group, made a cross-country flight with one of our planes to Ellington Field, Texas on January 25th. They returned to the Field January 27th.

One formation for practice and one for Aerial Gunnery practice were flown from this squadron during the past week. Several training flights were made with the GAL type planes.

**TWENTY-SIXTH ATTACK SQUADRON:** On January 26th, Lieut. Duke returned from a cross-country flight to St. Louis, Mo., made in connection with the Airways Control system, which requires one flight to be made to St. Louis and return each week. No difficulty was encountered on this trip with the exception of a little bad weather on the return trip which delayed the flight a day.

On January 31, the squadron with the Group participated in a dismounted review. All organizations of the field were reviewed by Major General Lewis, Commanding General of the 8th Corps Area, who was at the field to attend the graduation exercises of the students of the 10th Group School.

Lieut. Woodruff, Engineering and Operations Officer of this squadron who was confined to his quarters the past week with a severe attack of tonsillitis, was taken to the Base Hospital at Fort Sam Houston in order to have the offending members removed.

**SIXTIETH SERVICE SQUADRON:** Master Sergeant Cecil O. Doble was transferred to

the 13th Attack Squadron, and Master Sergeant Atlas F. Bryant, of that Squadron was transferred to this organization January 23d. Sgt. Bryant is to be detailed on Special Duty with the Aerial Repair Shop of the 3rd Attack Group, vice Tech. Sgt. Bernard Wallace, who is to be detailed as Hangar Chief of this organization.

**NINETIETH ATTACK SQUADRON:** Flying in this organization consisted of Aerial Gunnery with the Group, and many Routine Tests on our own planes.

Weather conditions were not favorable for much flying this week and the men in the Hangars were engaged in preparing the ships for successful efforts in the near future.

Lt. Moor of this organization who was flying on the "Airway" returned on January 26th.

Brooks Field, San Antonio, Texas, February 4.

The following Reserve Officers reported to this Station on February 1st for fifteen days training: 1st Lieut. Wallace E. Buchanan, 2nd Lieut. Bledsoe Payne, 2d. Lieut. Thomas O. Hardin and 2d. Lieut. Horace Rearden. During their fifteen days' training period, these officers will be given flying training and Ground School work.

First Lieut. Clements McMullen, A.S., successfully completed the third Airways flight to St. Louis, Mo., leaving on January 28th and reporting back on schedule. Flying training was very much handicapped again by lack of good flying weather. Cross country training trips for the week-end included: 2d. Lieut. Carl B. McDansil to Mt. Calm, Texas, and return; 2d. Lieut. H. T. McCormick and Lieut. O. A. Gottschalk to Ft. Worth, Texas, and return; 1st Lieut. R. G. Breene and 2d. Lieut. Claude Haswell to El Paso, Texas, and return; 1st Lieut. Thomas Brooks and 2d. Lieut. John H. Pitzer to El Paso, Texas, and return; Staff Sergeant Roy L. Mitchell and Staff Sergeant Long to El Paso, Texas, and return.

Brooks Field, San Antonio, Texas, February 11.

Mrs. Bivins and Mrs. McCoy were the hostesses for the Ladies' Thursday Bridge Club at the Officers' Club. Other social activities have been curtailed due to the death of former President Wilson.

Due to the fact that the present flying class experienced so much bad weather, it has been necessary to fly on Saturdays. If the weather continues to be unfavorable for flying, it will be necessary to fly on Saturdays and Sundays in order to finish the present class on schedule.

Cross country training trips for the week-end included the following: Captain Paul Bock to Corpus Christi, Texas, and return; 1st Lieuts. K. B. Wolfe and D. W. Watkins to Galveston, Texas, and return; 1st Lieut. R. G. Breene and 2d. Lieuts. Julian B. Haddon and John H. Pitzer to McAllen-Ringgold, Texas, and return; Captain James D. McIntyre and Mr. Sergeant Wm. A. Winston to Ft. Worth Texas, and return; 2d. Lieut. Robt C. Ashley to Wilburton, Okla., and return; 1st Lieut. Leonard D. Weddington and 2d. Lieut. Thomas Hardin, O.R.C., to Austin, Texas, and return; Staff Sergeant Byron K. Newcomb and Sergeant Magnus Susemihl to Ft. Worth, Texas, and return.

France Field, Panama Canal Zone, January 31.

The entire post was plunged into mourning on January 25th when First Sergeant Joseph Rose, of the 25th Bombardment Squadron, was accidentally killed by being struck by the propeller of one of the Martin Bombers. The funeral took place at Corozal, C.Z., on January 25th, at 2:00 p.m., and was attended by a large number of the personnel of France Field. A formation of Martin Bombers flew over the procession and dropped floral offerings. This has been the first serious accident at this field in over four years.

Our baseball team isn't having the luck it should. We don't believe altogether in alibis, but our outfit is sure to draw the hardest kind of judgment from Old Dame Fate whenever the issue of a game appears to give us an even chance. It may be the fault of our players, or the superiority of the opposing teams, or just the hard luck we experience - maybe a combination of them all - but we are hanging on nevertheless, expecting more victories in the future.

Scott Field, Ill., February 7.

The TC-3 recently made a cross-country flight to the University of Missouri at Columbia. Major Paegelow, Commanding Officer, was in command of the ship, with Lieut. Arthur Thomas as chief pilot.

The weather finally cleared up last week and there were several good flying days. All of the training ships were in use and all of the students in the Air Service Balloon and Airship School got a good start on their flying training, most of them having made three flights in the one-man control ships.

The TC-3 is being used for cross-country training and training in navigation. On February 4th, the TC-3, with Captain Warner B. Gates in command, flew to Cairo, Ill., and return.

Mr. and Mrs. E. A. Satler, of Belleville, entertained about a dozen members of the Scott Field garrison and friends from St. Louis at a buffet supper on February 2nd.

The Officers' Club entertained with a dancing party on January 18th. An Army supper of baked beans and the customary accessories was served out of mess kits and off a rolling kitchen.

Wilbur Wright Field, Fairfield, O., February 6.

The Repair Shops, in addition to their regular work on DeHaviland planes, are overhauling six Martin Bombers. Several new nacelle sections for the MB's have been shipped here from Langley Field in huge crates, which are doubtless among the largest packing boxes ever built for the shipment of any commodity on a flat car. The energies of the Engineering Department are being devoted to the completion of the Martin Bombers, four of which will be flown to Langley Field.

Lieut. G. E. Ballard left on January 29th for an extended inspection trip which will include a considerable portion of the aviation fields in the U.S. This trip is being made under the authority of the Chief of Air Service and instructions from the Chief of Compilation. It is expected that Lieut. Ballard will clear up a great many matters that have long awaited personal inspection from a member of this Section.

Lieut. Dunlap left on the morning of January 29th on a regular airways trip. He stopped at Bolling Field, Langley Field and Mitchel Field and made the trip as per schedule.

Captain H. Pascale left in a DH on January 28th for Bowman Field, Louisville, Ky., taking with him some urgently needed supplies for that field.

Lieut. Parker, Commanding Officer of Schoen Field, Indianapolis, Indiana, arrived Wednesday, January 30, at Wilbur Wright Field, returning to Indianapolis the next day.

In the absence of Captain Adler, Major A. W. Robins, in addition to his duties as Commanding Officer of Wilbur Wright Field, is also acting Officer in Charge of the Property Maintenance and Cost Compilation until such time as another officer shall be permanently assigned to that post.

Lieut. Carl Cover was transferred from Langley Field to Wilbur Wright Field to take up duties with the Compilation Section.

Major H. J. Knerr left on the morning of February 4th, by air, for Bowman Field, Louisville, Ky, returning the same afternoon.

Master-Sgt. Biesiot and Corporal Weltz flew to Chanute Field in a DeHaviland plane on the morning of February 4th. Corp. Weltz will remain at Chanute Field as a student in the school which is being conducted at that station.

Lieut. Donald G. Duke, from the Office of the Chief of Supply Division, Washington, arrived at Wilbur Wright Field on February 1st. He returned on February 3d, ferrying to Bolling Field a DeHaviland plane which had just been overhauled at the Repair Shops at Wilbur Wright Field. Lieut. Duke's trip was in connection with the activities of the Supply Division.

Major John D. Reardan, Chief of Procurement in the Supply Division of the Air Service at Washington, D.C. arrived at Dayton on February 2d and spent several days at Wilbur Wright Field and McCook Field. Major Reardan looked over the supply situation from the standpoint of procurement and consulted with the officers assigned to the Compilation Section and with the Engineering and Supply Officers at Wilbur Wright Field, regarding material which has been procured on Air Service contracts.

Lieut. Wm. J. Hanlon returned on February 3d from a trip to Kelly Field. He

took with him as passenger, Captain McRae, son of General McRae, the Corps Area Commanding Officer at Columbus, Ohio. Captain McRae remained at Kelly Field to receive instruction in flying.

Captain E. E. Adler, who has been in charge of Property, Maintenance and Cost Compilation at Fairfield ever since that Section was organized in July, 1921, left on January 31st for the Walter Reed Hospital, Washington, D.C., where it is probable that he will remain for two or three months. According to present indications, Captain Adler will be transferred elsewhere after he leaves Walter Reed Hospital.

On January 28, the annual election of officers of the Wilbur Wright Masonic Club occurred at Side-Slip-Inn. The following officers were elected:

President	First Lieut. Winfield S. Hamlin, A.S.
Vice President	Mr. Earl F. Van Zant
Secretary	Mr. William Ewing
Treasurer	Mr. Joseph A. Riblett
Tyler	Mr. Courtland Collins.

After election eight new members were admitted in the usual interesting fashion. The Club now has 146 active members, and is making excellent progress.

The basket ball games at Wilbur Wright Field are attracting considerable attention throughout Dayton and vicinity. The following notice appeared in the Dayton Journal on January 23 with reference to two games which had been played on January 22: "Two close and exciting games were staged at Wilbur Wright Field between the Maxwell girl's team and the girls from Wilbur Wright and the Maxwell mens' team of the Municipal League and the Wilbur Wright Flyers, the auto builders winning both games. The girls' preliminary was hard fought throughout and it was not until the final whistle that the winners were sure of victory. The score at the half stood 4 to 3 in favor of the home club. In the second half the Maxwell began to exert itself and the tide of the fray turned and Maxwell was never overtaken, the final score being 15 to 9. The feature bill of the evening, in which the Maxwell men won a hard fought game from the men of Wilbur Wright, was a hummer. The tide of battle swayed from one club to the other and at the end of the first period Maxwell was in front with a one-point lead. At the beginning of the second half the Wilbur Wright boys took the lead, which was short lived, as the beautiful Maxwell rally soon put them in front, only to have the score tied by two beautiful shots by the Flyers. The score was tied no less than five times throughout the contest and when the count stood 18 to 18, the sterling guard of the Maxwell Club was forced from the game by a bad cut over the left eye. He was replaced and the final score was 28 to 24. This is the first time that the Flyers have been defeated on their own court this year.

#### San Antonio Air Intermediates Depot, February 8, 1924.

The civilian social club gave a vaudeville entertainment to the officers and employees of the Depot in the old Service Club building the evening of January 31st. Major Frank D. Lackland, the Commanding Officer, addressed the gathering, saying that he was glad to see them getting together, and that he considered it a very fine thing for the employees to meet one another in a social way and that he would always be glad to do all that he could to promote their sociability. There was music, recitations and dancing, with a program lasting about two hours. Everyone who was present expressed himself as having enjoyed the entertainment.

During the last half of January and while the contractor was laying several thousand feet of cement flooring in the shops, which situation required the moving of many pieces of heavy fixed machinery, the Engineering Department remodeled and repaired 7 DH-4B's, 6 JN-6HA-2's, 1 TMMB-3N, 6 Wright A's, 6 Wright H's and 4 Liberty 12's. The addition of this smooth cement flooring in the shops will greatly facilitate the work of this department.

Lieut. Myron R. Wood, on February 6th, made a cross-country flight to Laredo, 148 miles distant, and returned in three hours' flying time.

A kindergarten school in charge of Mrs. Elmer Briggs for the small children of the employees will be opened in one of the rooms of the service club. The distance of the Depot - six miles from San Antonio - renders it impracticable to send the children of kindergarten age to the City for school.

Hqs. 2nd Division, Air Service, Fort Bliss, Texas, February 8.

Lieut. Skitt arrived at this station on January 26th from Post Field, Oklahoma, and returned to his station on January 30th.

A lecture on "Operations" was given to the Reserve officers of the 90th Division Air Service on Wednesday night, January 30th.

Lieut. Jack J. O'Connell leads the flying time of the Second Division Air Service for the month of January 1924 with 40 hours and 20 minutes. Lieut. Guy H. Gale comes second with 39 hours and 40 minutes.

Lieut. M. E. Gross arrived at this station from Kelly Field, Texas, on February 2nd and returned the next day.

Thursday morning, February 7th, was set aside as ladies' morning for flying at the airdrome. All the wives of the Air Service Officers were taken for a ride during that morning and a five plane formation was flown in which the ladies acted as observers.

Lieut. Jack J. O'Connell had a slight crash and broke his undercarriage while landing at Cox's Ranch in New Mexico on February 2nd.

Hqs. 2nd Division, Air Service, February 15.

Lieut. G. H. Gale made a border patrol flight to Gibson's Ranch and return February 12th.

Lieut. G. H. Gale and Lieut. Charles Douglas made an artillery adjustment flight with Battery "C", 82nd Field Artillery February 13th.

Five aerial gunnery practice flights were made Thursday morning, February 14th. Balloons were released from the meteorological instrument enclosure and the pilots destroyed the balloons by running into them. The object of this practice is to train pilots in use of fixed guns and sights.

Twelve flights were made by officers of the Air Service at this station February 15th, for the purpose of giving rides to enlisted men whose work is such that they have no opportunity to fly.

Lieuts. McMullen and Gottschalk arrived at this station from Brooks Field, Texas, on February 14th. Lieut. McMullen returned to Brooks Field on February 15.

Rockwell Air Intermediate Depot, Coronado, Calif., February 8.

From time to time the Weekly News Letter has made a brief mention of the sunshine and flowers, the summer weather and other pleasant conditions which continually surround us in this dear old Southern California, but for the benefit of those who are not so fortunate as to live in a great state like this, I cannot resist the impulse to forward the following item on one of the outstanding attractions of California, taken from an article written by Earle Ennis in the San Francisco Bulletin:

"PANTS OF PROSPERITY"

One of the great attractions of California, and one that is never mentioned in tourist literature or railroad folders, is the State's crop of pants--hiking, riding, social and bourgeois.

The California pants or trousers, according to whether one is educated or refined, originated in the early mission days when a handful of hard-working padres were doing their bit for salvation with the dumbest gang of Indians ever discovered in America.

In those days, the mission churches were tiny adobe affairs with plank seats. The pantsless Indians lured indoors were continuously getting splinters in themselves. In fact, every Sunday, the squaws spent an hour or two after worship digging splinters out of the reproachful but high-minded Indians. This consumed too much time and interfered with crops and the buffalo dairy business.

So it was decided to put the Indians in pants and halt the splinter epidemic. Which was done.

Pants were not made much of during the Civil War period in California. With the coming of the bicycle, however, it was necessary to lay aside the shoe-horn, which went with every pair of pants, and loosen things up a bit. Here was laid the foundation of the pants as it is seen today--the "pants of comfort for the busy man."

California weathered the Spanish-American War, the free silver period, and arrived at modern times with little or no change in its pants line, until the work of Dr. Mary Walker, the first pantsed woman of national eminence, broke down barriers East and West, and gave to women the divine right of pantagé.

With her was the female bicycle skirt, and later the so-called knickerbocker. Right here may be said to have come California's pants renaissance--the awakening from the medieval darkness of the ptticoat period and the emerging into the illumination and culture of the khaki hiker period. Yet, strange as it may seem, it was the Eastern woman who first brought the hiking or mountain pants to California.

Today California women lead the world in pants--in type and quality of pants, in fit and mode, in style and cut, in swagger and swing, in dash and esprit. For--it is the California woman alone who can wear a hiking pants, a fur boa, a feather in her hat, and a purple shirtwaist, with high-heeled shoes--and get away with it.

It is this that catches the eye of the tourist to the State. He comes and looks over rocks and rills, mountains, trees and canyons, seashore, orange groves and bootleggers.

And then--athwart his gaze in the evening crimson of a summer day--there flashes a 175-pound female gazelle. An ostrich plume droops rakishly from a Paris hat. Her patent leather shoes are covered with dust. Her white osprey boa is bedraggled and drooped. But her crowning glory--the golden radiance of her hiking pants--gleams like an undimmed jewel in the setting rays of the sun, and the tourist sighs in complete content.

Nothing else matters now. All else is bagatelle. He has seen what he has come 3,000 miles to see - the California pants on its native heath. With a soul filled with glorious content he clutches his wife by the arm.

"Mayme", he whispers in an awed voice, "gimme the camera! I gotta shoot this for the folks back hom."---The supreme tribute!"

On February 4th, Major Brett, Commanding Officer, Crissy Field, accompanied by Sergeant Kelley, ferried a DH4B1 to this Dépot for overhaul, returning to Crissy Field the next day in a reconstructed DH4B. While Major Brett's visit was very brief, he took much interest in the improvements and the work carried on at this field and freely expressed his appreciation of the high class workmanship maintained in the reconstruction of ships which are sent out from the R.A.I.D.

#### Camp Nichols, Rizal, P.I., December 23.

A dinner was given to the members of Headquarters 4th Composite Group at the Nignon Cafe, Manila, Saturday evening, December 22d., the first affair of the kind given by Headquarters Organization. Such a good time was had by all that it is anticipated holding it annually.

Post Headquarters, like a new dress on a girl, presents a very showy appearance. A double coat of cream paint has just been applied to the walls and ceiling, the floors being scrubbed and then oiled.

The celebrating of Christmas and New Year has started early somewhat, for at midnight one is awakened by the music of bells and brass bands. Somehow or other we feel suspicious that the natives have heard of the coming departure of Lieut. Hicks, Chief of Sleuths, and Sergeant Haberman, but whether or not the spirit will last remains to be seen. It all depends on the high seas. Lieut. Hicks is leaving early for the purpose of traveling in China and Japan and will catch the transport at Chingwangtao, China, providing, of course, he is not held for ransom by Chinese bandits.

Lieuts. John R. Glascock and Malcolm S. Lawton returned on the 17th from a two months and fifteen days' leave of absence in China.

Lieuts. M. S. Lawton and H. A. Halverson were advised that it is contemplated that they will be ordered by the War Department as advance officers in connection with the round the world flight, Lieut. Lawton to cover the territory from Nagasaki, Japan to Calcutta, India, and Lieut. Halverson from Calcutta to Constantinople. This makes three officers who have been selected from Camp Nichols as advance officers, Lieut. C. C. Nutt, having been advised several months ago that he had been selected to cover the territory from Nagasaki, through the Korean Islands to the Aleutian Islands.

The Post Ball team lost both games of the week end to the Olympics, a team of the Scouts from Fort Mills, Cerrigidor. This is considered the best team in the Army League and, although they did not out-play the Nichols team at any time, the breaks seemed to go their way and therefore they won, scores as follows: first game 10-12, second game 3-0.

Camp Nichols, Rizal, P.I., January 7.

The fine fighting spirit and team work displayed by the Camp Nichols baseball team by defeating the strong 31st Infantry team in the two games played on Saturday and Sunday and the support given the team by the entire personnel of the Camp, is going to make the people sit up and take notice when the 1923-1924 baseball season closes.

The banquet given by the personnel of the 23th Bombardment Squadron at the Hotel de France, Manila, P.I. on the evening of January 5th, 1924 was an event that will be long remembered by every one of the ninety-eight men attending.

(Scraps from the 42nd Air Intelligence Section). "The news that Sergeant Haberlin (Chief of Detectives) is returning to the United States on this Transport will doubtlessly cause considerable excitement in the underworld circles and crooks of all types realizing that the "Game is Up" will likely either reform or get out.

On January 1st, 114 casuals arrived at Camp Nichols and are at the present time quartered in tents under quarantine for a period of ten days before being sent to the different Air Service Stations in the Philippine Department.

Notice - Two bright young soldiers with ability to learn, wanted. Must be able to shoot, run, climb, paint, draw pictures, sweep, make maps, repair shoes and typewriters and work all night. We teach all other necessary qualifications. Apply at 42nd Air Intelligence Section.

Information Division  
Air Service

March 28, 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 March 31, 1924.

## BATTLE OF THE PLATTE RIVER

AIR SERVICE WINS DECISIVE ENGAGEMENT AND GAINS ALL OBJECTIVES  
Armistice signed within forty-eight hours after beginning of hostilities  
By Major Lawrence S. Churchill, Air Service

On March 4th and 5th the U.S. Army Air Service fought a decisive battle with the Platte River in Nebraska, between Columbus and Valley, which resulted in the complete capitulation of the river and the signing of an armistice within forty-eight hours after the beginning of hostilities.

At this time of the year the Platte River assumes an ugly, hostile attitude and threatens to invade foreign territory to the north, thereby endangering the inhabitants of the country and threatening particularly the main line of the Union Pacific Railroad. In 1912 the Platte River invaded this country and was subdued only after a long and bitter battle and after much destruction of railroad property.

About a month ago the Union Pacific Railroad Company, on seeing the first signs of restlessness on the part of the Platte, made the wisest move of its career. It requested the assistance of the Army Air Service in repelling the possible invader. Accordingly, plans were made to have available for use two NBS-1 airplanes and two DH4B airplanes, fifty 300-lb. and three hundred 100-lb. demolition bombs. A reconnaissance was made between Omaha and Columbus, Neb. to locate possible bases of operations which could be used in case of hostilities. Thus, during the period of strained relations, our forces and munitions were mobilized and made ready for action; the NBS-1 ships at Chanute Field, five hours away, and the DH4B's at Fort Riley, one and one-half hours from Omaha. The bombs and a supply of gasoline and oil were loaded on cars and held ready to be moved to any point on short notice.

On February 27th our agents reported that the Platte River was mobilizing its forces, but the probable point of attack could not be determined. Accordingly, the NBS-1's were ordered to proceed immediately from Chanute Field to Fort Crook Field and be prepared to proceed to the combat zone. At 9:00 a.m. March 3rd word was received that the Platte River had commenced an invasion of the territory east of North Bend, Nebraska, and had protected its left flank with an ice gorge east of a bridge south of North Bend. This gorge was out of reach of the ground troops using dynamite and the Air Service was requested by General (Manager) W.M. Jeffers, U.P. R.R., to attack it with bombs. The NBS-1's were ordered to proceed to Richland, Nebraska, where a base was established and bombs, oil and gas were hurried to this base. The Commanding Officer, Seventh Division, Air Service, was instructed to proceed to Richland with two DH's, one of which was a photographic ship.

At 8:30 Tuesday morning, March 4th, the first bombing ship piloted by Lieut. John F. Whiteley, with Lieut. William M. Langan as bomber, proceeded to attack the Platte's left flank with two 100-lb. bombs. This ship was followed within a half hour by the other containing four 100-lb. bombs, piloted by Lieut. Alfred Lindeburg, with Lieut. Robert H. Finley as bomber. Due to insufficient preliminary reconnaissance these bombs were not dropped in such a place as to be effective. Therefore, a close range reconnaissance was made immediately by General Jeffers and the Corps Area Air Officer, who commanded the air forces. Upon returning to the field, an operation order was issued directing Lieuts. Whiteley and Langan to attack with four 300-lb. bombs the ice gorge five hundred yards east of the wagon bridge, across the Platte, one mile south of North Bend, to be followed by Lieuts. Lindeburg and Finley with ten 100-lb. bombs, who would attack the ice on a west to east line immediately east of the first point of attack. This operation was completely successful. Lieut. Langan's aim being unerring, the bombs dropped to their mark and at 2:30 p.m. the Platte's fortifications were dissolved, a channel formed and the hostile forces which had captured the railroad at several points began to withdraw as their flank had been enveloped. Lieut. Finley then attacked and further harassed the enemy. Thus, within

V-5100, A.S.

six hours after going into action we had won a decisive victory.

At 3:30 p.m. word was received that the enemy was concentrating about fifteen miles down the river and a threatening gorge was forming. Lieuts. Whiteley and Langan, with Major C.L. Tinker as an observer, were dispatched with two 300-lb. bombs to break up this concentration. Unfortunately, this ship was forced to land before reaching the objective, due to a radiator leak, but the bombs were dropped on some stragglers in the river, which evidently discouraged the threatening concentration further down, as it broke up and that danger was passed. It was believed then that the enemy was in full retreat, but during the evening a message was received stating that the enemy seemed to be concentrating between Valley and Mercer. This concentration was watched throughout the night and during the following morning. At noon, March 5th, it was decided that this hostile concentration was not dangerous but that we would invade the enemy's territory and make sure that our victory was complete. The bombers were each loaded with four 300-lb. bombs and ordered to proceed to Fort Crook field, attacking the enemy en route. This attack caused the complete capitulation of the enemy and an armistice was signed and our forces were ordered to proceed home.

It was discovered that the river had a peculiar method of building its fortifications, in that there was a layer of ice on the bottom of the river, a layer on the surface and a layer in between. This very effectively stopped all ice floating down stream, thus making a dam which caused the flow of water to be diverted to the north where it went over the bank and flowed one and a half miles inland over corn fields and roads and washed out the tracks of the Union Pacific Railroad at several points. At no place did the ice seem to be built up more than thirty inches above the surface of the river and as the ice was honeycombed to some extent, all bombs penetrated to the river bed, thus displacing the sand and breaking up the ice very effectively. None of the bombs used were dropped from an altitude in excess of one thousand feet.

It was without question due to the efforts of the Air Service that the Union Pacific was able to run trains over its main line by 4:00 a.m. March 5th, as the ice formation near North Bend, which had caused the flow of water inland could not be reached effectively except from the air. If we had been notified twenty-four hours earlier of the formation of the ice gorge it is highly probable that we could have prevented the water from doing any damage whatever, as the water did not cross the railroad tracks until about midnight March 3/4th. We may be justified in the belief that the Air Service, by its efficient work, has secured in the Union Pacific Railroad Company a firm and powerful friend.

#### LIEUT. MACREADY'S ALTITUDE FLIGHT ✓ By our McCook Field Correspondent

A test of the 35,000-ft. supercharger for altitude was made on the morning of February 22nd at McCook Field by Lieut. John A. Macready, former holder of the World's Altitude Record, in which it was hoped the record might be won back and restored to the U.S. Air Service.

Lieut. Macready took off at 9:32 a.m. in the same Lepere which for so long kept all altitude records strictly on this side of the Atlantic, equipped as before with a Liberty supercharged engine. The supercharger, however, was a new development, designed to give sea level efficiency at 35,000 feet.

Lieut. Macready landed at 11:22 o'clock, with the barographs showing an indicated altitude of 41,000 feet. This figure, of course, will be reduced under the Bureau of Standards and F.A.I. calibrations. The record as held by Sadi Lecoq of France is 36,564.8 feet. Lieut. Macready's former record was 34,509.5 feet. The altitude attained by Lieut. Macready on February 22nd will no doubt better his former record but will scarcely equal the World Record held by France.

Intense cold was encountered on this flight, a strut thermometer having burst at 70 degrees below zero, Fahrenheit, while a cockpit thermometer registered 75 degrees below zero. Lieut. Macready, in spite of seven or eight layers of clothing, was chilled to the marrow when he reached the ground. At the peak of the climb there had been a breakage, which Lieut. Macready described as having shaken the ship badly and which he placed in the supercharger. This

caused him to descend without further delay. Subsequent examination, however, showed that there had been no supercharger failure. It was a cam shaft roller bearing that gave way. The consensus of engineering opinion, however, seems to be that as an altitude ship the LePere has outlived its usefulness; that had there been no failure of a cam shaft roller bearing it had struggled just about as high as it was capable of climbing.

When it is realized that the French made their record after seventeen trials in a specially built altitude plane, weighing 2,000 pounds, in contrast to the LePere's 4,600 pounds, this conclusion seems logical. It is another lesson that even American energy and optimism cannot accomplish the impossible and that a small matter of appropriations must be had to propitiate Science. The morale and physical endurance of Lieut. Macready are equal to any human ceiling. We have our pilot. If we want the World's Altitude Record it would seem that we would have to do as our French competitors did - all honor to them - and develop us a ship. In the meantime, the flight of February 22nd as a test of the 35,000-ft. supercharger may be considered a distinct success.

#### THE GYPSY MOTH IN NEW ENGLAND

The Bureau of Entomology, Department of Agriculture, has asked further cooperation of the Engineering Division in their efforts to check the spread of the Gypsy Moth in the New England States. A tentative design of apparatus has been made for attachment to TC airships, consisting of blower agitator and hopper for scattering the insecticide. This equipment demands hopper and blower of greater capacity than that used on the U.S.M.B. airship in experiments conducted last year. This design has been sent to the Department of Agriculture for comment and, if satisfactory, will be fully developed. Estimate of the cost is being made in the meantime. It is proposed to utilize the new 2-cylinder gasoline engine designed for use with the airship blower unit.

#### FAIRFIELD DEPOT A BUSY PLACE

During the first fifteen days of February the repair shops at the Fairfield Air Intermediate Depot, Fairfield, O., turned out eight DH4B's, one DH4B4 (Airways), one DH4BP-1 (Photographic), and 22 Liberty engines, which is by no means a bad showing for the two weeks' period. In addition to their regular work on DH's, the shops have started the repair of five Martin Bombers and have also begun work on a large number of Curtiss planes which will be turned over to National Guard and R.O.T.C. units during the coming summer training season. The demand for National Guard airplanes will soon be very active.

#### BROOKS FIELD STUDENTS COMPLETE PRIMARY FLYING TRAINING

The weather being ideal for flying during the latter part of February and the first part of March, eighteen students completed the primary flying course at Brooks Field, San Antonio, Texas, and were transferred to the Advanced Flying School at Kelly Field, viz: Captain James D. McIntyre, Ordnance; Captain Clarence F. Hofstetter, Ordnance; 1st Lieut. Jack C. Hodgson, Inf.; 2nd Lieuts. Herbert K. Baisley, Alden R. Crawford, Joseph H. Hicks, Russell J. Minty, David M. Schlatter, Stewart W. Towle, Paul W. Wolfe, Wallace E. Whitson, Will W. White, Air Service, and Flying Cadets Herbert G. Chapman, Alexander E. Cabana, Harry H. Grunke, Charles H. Deerwester, Hiram H. Howard and Lee R. Murphy.

If good weather prevails at Brooks Field during the month of March, the entire class will be transferred to Kelly Field by the 1st of April.

Advice received at Brooks Field indicates that the new class, starting March 15th, will comprise thirty officers and one hundred cadets. The following students have already reported to the field for the March 15th class: 1st Lieut. Archie B. Whitlaw, 2nd Lieuts. Albert G. Kelly, James C. Fry and Elbert Kelly, of the Infantry; 1st Lieut. Richard T. Bennison and 2nd Lieut. Charles D. McAllister, Field Artillery; and Flying Cadets Sheldon B. Edwards and Francis P. McHugh.

#### CORPS AREA COMMANDER INSPECTS 88th SQUADRON

The 88th Squadron, stationed at the Fairfield Air Intermediate Depot, Wilbur Wright Field, Fairfield, Ohio, was recently inspected by Brigadier General

Dwight E. Aultman, Commanding Officer of the 5th Corps Area. After the inspection, General Aultman proceeded to Dayton where he addressed the Chamber of Commerce and the Noon-Tide Club at the Masonic Temple. He spoke of the great importance of the forthcoming C.M.T.C. and the potential strength of the Officers' Reserve Corps.

#### AN EFFICIENT FIRE DEPARTMENT ✓

For the three years ending February 15th, the Fire Department at the San Antonio Air Intermediate Depot, Kelly Field, Texas, answered 78 fire alarms, in addition to drill alarms. Of these alarms, 41 were at the Depot, 35 at Kelly Field and 2 at Camp Normoyle. So far every fire at the Depot was extinguished without loss of life, and with no loss of property. The excellent fire protection afforded by an up-to-date fire-alarm system, which enables the Fire Department to reach the fire in the shortest possible time, and a careful and regular inspection to keep down fire hazards, is believed to account for much of this good fortune from fires.

At the close of each working day members of the Fire Department inspect both the Engineer and Supply Branch, and satisfy themselves that through error no electrical appliances have been left turned on and that all oily rags, etc., have been disposed of in accordance with existing regulations. "We have just knocked three times on wood", our Correspondent states.

Speaking of work, our Correspondent from the San Antonio Depot states that during the first half of February the Engineering Department has overhauled and reconditioned 9 DH4B's, 2 JN6HA2's, 1 TMMB3A, 1 TMMB3N, 8 Liberty 12A's, 7 Wright A's, 1 Wright B, 2 Wright H's, and 2 Wright H's.

#### A CHANGE IN NAME

We have always thought that the title "Property Maintenance and Cost Compilation" was too long a one to say in one breath, so we were not surprised to hear from our Correspondent at Fairfield that it has been changed to "Field Service Section". The Section will remain as a part of the Supply Division of the Air Service.

The name "Field Service Section" is the same as that chosen for similar activities in other Government departments, and our Correspondent believes that it is a much more suitable term than "Compilation". Captain E.E. Adler, the head of this Section, is still at the Walter Reed General Hospital in Washington, and it is doubtful if he will return to Fairfield. Information was received at Fairfield that the new Chief of the Field Service Section to succeed Captain Adler will be Major George H. Brett, who is familiar with supply work in all its branches. Pending Major Brett's arrival Major A.W. Robins is in charge.

#### WE HEAR FROM THE 91ST DIVISION, AIR SERVICE RESERVE

We agree with our Correspondent that it has been rather a long time since the 91st Division, Air Service, has broken into print. His excuse for writing at this time is that the conclusion of a rather successful year makes it advisable to let the other components of the Air Service know just what is going on in the City of the Golden Gate. We are not going to accept this excuse and take this opportunity to request our Correspondent to let us hear from him often, regardless as to whether something startling is accomplished or not. Our aim is to keep Air Service organizations and personnel in touch with everything that is going on in the Air Service. But to go on. Our Correspondent states that statistics are rather boring, so he is limiting his letter to some bare facts, viz:

In two years of steady flying there has been but one forced landing, two major crashes, and not a single injury. From July 1, 1923, to January 1, 1924, the Reserve Officers flew 650 hours. During January and February of this year 73 hours, 15 minutes and 276 hours, 20 minutes, respectively, were flown, most of this time on Saturdays and Sundays, as the location of Crissy Field makes it impracticable for most of the officers to take time away from their work during the week. The average time required for the trip from across the Bay is 90 minutes, and for those in San Francisco about 40 minutes.

There are now two active Squadrons at this field - the 316th, with the 316th

Photo Section, and the 516th Intelligence Section comprising the 91st Division, Air Service. The 372nd (Ninth Corps) Squadron is attached for training. The Division Air Officer acts as group commander. All of the commissioned personnel are active, that is, either fly regularly or attend the monthly dinners and classes.

On February 11th a very successful dance was held at the Oakland Auditorium at which, in addition to having a very wonderful time all around, a sum exceeding \$1,000 was raised towards conditioning a field for reserve use in Oakland.

The equipment consists of 7 JN6HI planes, all in splendid condition. They are maintained by a Staff Sergeant and three privates, detailed from the 91st Squadron at Grissy Field.

One Sunday morning each month is given over to each squadron for its exclusive use. It is on this morning that the enlisted personnel of the squadron report for training and their "Morale" ride. A progressive schedule of training has been laid out which it is expected will place these organizations in condition to take up active work with the Division at the summer camp. Gunnery, photography and puff target work is included in this program.

#### GENERAL MANAGER OF PULITZER RACES SELECTED. ✓

Mr. Charles H. Paul, Chief Engineer of the Miami Conservancy District, has been selected as General Manager in charge of the 1924 air races, which will be held on October 2nd, 3rd and 4th at Wilbur Wright Field, Fairfield, O. Mr. Paul was the unanimous choice of the Executive Committee of the Dayton Chapter of the National Aeronautic Association. He has a long and enviable record as an engineer and an organizer who gets things done. From now on his attention will be devoted exclusively to promoting the International Aviation Meeting, the success of which seems to be fully assured.

#### RESERVE OFFICERS FINISH FLYING TRAINING

The following officers of the Air Service Reserve Corps completed their 15 days' course of flying training at the Primary Flying School at Brooks Field, San Antonio, Texas, recently: 1st Lieut. Wallace E. Buchanan, 2nd Lieuts. Bledsoe Payne, Thomas O. Hardin and Horace Rearden. These officers reverted to inactive status. Second Lieut. Wm. P. LeBreton, ORC, reported at Brooks Field recently for 15 days' training.

#### AN "AERIAL DARE-DEVIL".

A letter has just been received at the Fairfield Air Intermediate Depot, Fairfield, Ohio, from a young lady in Indiana who wishes to take an airplane trip from Dayton to Texas. She says that she is 18 years old, is a regular dare devil, and is not afraid of anything, just so she doesn't get killed. She further states: "I have more nerve than the Devil himself, and I am going to show them that I am not afraid, so come across with the cost of this trip, as I am in a hurry and want to make the trip as soon as spring opens".

Owing to the rigid rules under which the Air Service is operated, it was necessary for Lieut. W.S. Hamlin, the Post Adjutant, to notify the young lady, whose name and address must be withheld, that the Government pilots are not allowed to carry passengers, but that the Johnson Airplane Company of Dayton would doubtless be glad to take her on the proposed trip to Texas. Lieut. Hamlin further states that he is always glad to find evidences of interest in aviation on the part of the public and regrets that Wilbur Wright Field is not in a position to give a ride to every citizen who applies.

#### ONE YEAR OLD, OR OUR BIRTHDAY PARTY 440th OBSERVATION SQUADRON, SAN JOSE, CALIF. CELEBRATES EVENT.

By Walter S.G. Nelson.

January 19th and 20th came around as it has a habit of doing every year, but this year's event had special significance for the members of the 44th Observation Squadron, as it gave us an opportunity to celebrate our first birthday - and we did it in appropriate style.

The day proved to be an ideal Santa Clara Valley June day for our January flying, and the ships came down from Grissy Field as per schedule for our month-

ly flying practice, but the big event was to come off at the Hotel Vendome in the evening in the form of a banquet.

At 6:30 we assembled in the foyer of the hotel from where we proceeded to the private dining room which had been engaged for the occasion. The entire enlisted personnel and the majority of the officers were present; also four officers from Crissy Field.

The eats were started off by saying grace, or whatever you might call a request to forget formalities and get busy with the eating tools. The eats were better than are usually received at banquets, so we will not discuss them further. We started the speech-making by every one getting up and announcing his name and family history, together with anything of interest that he might be able to add. Charley Kruse announced that he had been tearing down fences and clearing land of wood with Jennies that no one else would fly and was willing to take a chance with anything. Kruse makes himself a new Ace every year with obsolete or condemned craft that he insists on trying to fly. Sgt. Fowler, of Crissy, told how he had been taken captive in Hollister and easily subdued the jail force of that town into allowing him to go free when we flew down there last summer. However, we knew all about how he subdued them. Col. Sykes gave his family history and showed off his new uniform and buttons so well that the entire enlisted force sent back an order for a set with Sgt. Smith, of Crissy, and he later sent word that the store was swamped, so he would have to delay sending the buttons for a time. But we will soon blossom out in our new shiners. McKenzie introduced himself and gave one of his experiences as follows: Santa Rosa and Petaluma are rival egg towns and one of the prominent producers of Santa Rosa had about a quarter of a million eggs in cold storage that he could not peddle on account of the low price of that variety of fruit. And it came to pass that he conceived the idea of causing the hens of the neighboring town to have more to do than the simple task of laying eggs. So he bought an old egg crate and hired Mac to try out the experiment. He started out for the rival's camp and started cutting capers over the plentiful egg farms. The hens flew very vigorously against the nettings and hurt their necks and also caused the air to be filled with flying feathers. He did this for several days and the hens, being very frightened at the large hawk that menaced them, refused to lay. The Santa Rosa farmer watched the market till the shortage of eggs caused the price to rise and then unloaded his wares. Then, to make a long story short, Mac wanted to try his luck once more and tried to do an Immelmann too close to the ground and showed a beautiful red scar on his nose to prove that he did. Anyway, he did not try it any more.

Col. Sykes ordered us to eat again and then introduced us to his Yale classmate, Mr. Dudley Lewis, who said that "he went over to France with the YMCA and left them when he got there. Mr. Lewis proved to be a very interesting speaker. In one of his experiences he stated that a woman had asked him to play a piece on the piano. He responded with the Yale song, which happened to be written to the tune of "The Watch on the Rhine". The woman then requested him to stop playing the tune of the enemy and he did. Another woman asked him to do a "slight" favor for her, and he said that if he could he would be glad to do it for her. It appears that the German soldiers came in about noon and took the best of food that she had, and she wished to get revenge by having Mr. Lewis go and kill them for her. He stated that these instances show some of the hatred that these countries still have for the enemy.

We ate some more and then Col. Sykes was asked his opinion of the squadron. He began by saying that he was pleased but not entirely satisfied with the progress that had been made by the outfit. A few of the pilots have been showing up regularly for flying but too many of them are not showing the proper amount of patriotism that should be displayed after the government had spent so much money in training them. Most of those who failed to show up claim that their wives ground them, a few claim that their insurance is invalid and the few that have the best reason cannot pass the 609. He showed that the number of capable pilots was becoming less each year, and not through their getting killed. Some remedy must come about if the U.S. is to keep abreast of the times in the air. He then gave his ideas as to how this could be brought about and also stated that he knew that Capt. Herold, of Crissy, who sat next to him, did not agree with him, but he did not give a rip (or something of that nature).

He stated that he could not say whether this idea would be put in practice or not, but sooner or later something of this nature must be done. The civilian is not going to a school for intensive training by enlisting in the Regular Army, so the next best attractive proposition must be put before him. That pro-

position can be no other than allowing the enlisted personnel of the Organized Reserves to get an opportunity to learn to fly at their monthly, semi-monthly or oftener regular meetings. Each squadron has at least a few members who are capable of acting as instructors for these men. All of the ground work could be taken care of at the home field. Then when the instructors felt that a man was capable he could be recommended for, say, two weeks' intensive training at some regular flying school and graduated. The practice meetings they would have at their home field would keep them in trim for any emergency that might arise, and with but a very short period of instruction in the time of hostilities the members would be on a par with the best of them. Col. Sykes stated that he did not know whether his plan would be the best or not but he felt that if all of those who were in a position to know would get their heads together some reasonable plan could be produced whereby the flying personnel of the U.S. would be increased very rapidly instead of being decreased as it is now, and the Air Service would be put on a par if not better than that of any other nation. Anyway, something should be done to keep up the Air Service standard.

To cap the climax of the evening, Lt. Kruse was called on to say a few words and he started off by saying that Col. George E. Sykes had acted as our supply officer, finance officer and general roustabout and, in appreciation thereof, the members of the outfit got together and decided to present him with a little remembrance at this time. He presented him with a gold lined silver cigarette case. On the cover was the coat of arms of the United States, and we had A.S. engraved on the side of the eagle's wings. On the upper left corner was a pair of wings with a shield in the middle. The shield had C.O. enameled in it. This set of wings was the club pin of the Western Aero Club, which gave the initial start to the 440th Observation Squadron, and was designed by Lieut. J.C. Johnston of the Club and now the squadron. On the inside of the case the names of the donors were engraved. The gift came as a complete surprise to Col. Sykes, and he was so overcome that he could say no more than "Thank you" to the outfit.

To finish the evening, plans were laid for having a monthly gathering in the form of a feed or a dance at each of the flying dates, so that the fellows could become better acquainted with each other, as some of the fellows come as far as 75 miles to attend these practices. Next month Capt. Herold of Crissy will bring down a machine gun for us to practice on.

The next day, or Sunday, we started off for practice again and the first ship which took off was piloted by Lieut. Kruse, who took up a new recruit for his first hop. Soon we noticed him landing cross wind and found out that the right bank of his motor had died. He made a perfect landing, but stated that he is starting off the new year to make himself an Ace again. We had some fun taking the motor out, but it gave us a little experience which may later prove valuable. Two visiting private ships came in during the day and we had some passenger-carrying and a few grass cutting stunts pulled off. Thus ended our first birthday.

#### AIR SERVICE OFFICERS DESIGNATED FOR BALLOON RACE

Having won first place in the National Elimination Balloon Race for the past two years, the Army Air Service is out for victory again this year in the contest which will start from San Antonio, Texas, on April 23rd next.

The Chief of Air Service has designated the following teams to represent the Air Service in this year's lighter-than-air classic:

Team No. 1 - Major Norman W. Peek, A.S., pilot; 2nd Lieut. R.E. Robillard, A.S., Aide.

Team No. 2 - Captain Edmund W. Hill, A.S., Pilot; 1st Lieut. James F. Powell, A.S., Aide.

Team No. 3 - 1st Lieut. Ashley C. McKinley, A.S., Pilot; 1st Lieut. Lawrence A. Lawson, A.S., Aide.

Alternate Pilot and Operations Officer - 1st Lieut. Max F. Moyer, A.S.

The San Antonio Aeronautical Association offers a gratuity to the pilots in the Race who break existing records for distance. A gratuity of \$125 is to be given to the pilot breaking the existing American record, and additional gratuity of the same amount will be given to each pilot breaking the present world's record. Six prizes will be awarded to the balloonists finishing the first six places, ranging from \$1,000 for first place to \$100 for sixth place.

In 1922 Major Oscar Westover, Air Service, in a splendid flight of 850 miles, landed in the province of Quebec, Canada, outdistancing his nearest competitor by

over 300 miles. Last year a hard fought contest was won by 1st Lieut. Robert S. Olmstead, Air Service, who landed in the vicinity of Buffalo, N.Y., with a lead of over 100 miles on the Navy pilot, Lieut. Lawrence.

The winners of the first three places in the Race will be designated to represent the United States in the Gordon-Bennett Balloon Race which will start from Brussels, Belgium, about June 15th next. It is expected that there will be considerable competition in the National Elimination Balloon Race this year.

#### ARMY AIR SERVICE BREAKS ANOTHER RECORD

When 1st Lieut. E.H. Barksdale sideslipped his DH navigation plane into Mitchel Field at 5:20 p.m. on March 7th, the Army Air Service had broken another of its own records.

The achievement was all the more remarkable when the unfavorable weather conditions are considered. When Lieut. Barksdale arrived at the field the Air was still and he reported that he had lost the favoring wind at about the point where he had passed over Altoona, Pa. In describing his trip he said that he rose to 6,000 feet immediately after leaving McCook Field and that he kept climbing with the clouds until he was flying at 12,500 feet. To the south of Perth Amboy, N.J., he came down to get his bearings to find that he was almost exactly on his course, and from that point on the fog necessitated his flying as low as safety permitted.

Some idea of the fog that existed that afternoon can be gained from the fact that 2nd Lieut. Cecil E. Archer, accompanied by Captain John B. Powers, M.C., while flying over the airway from Bolling to Mitchel Field made two forced landings, the second of which was in a cemetery ten miles from Mitchel Field.

Lieut. Barksdale could be heard approaching the field fully two minutes before he was in sight and it was only after the plane had landed that it was possible to identify it. In clipping eleven minutes off the record held by 1st Lieut. Alexander Pearson, made in January, 1923, Lieut. Barksdale accorded the greatest credit and praise to his navigator, Captain Bradley Jones, A.S., O.R.C.

While recognizing the feat of flying 575 miles in three hours and 53 minutes, Mitchel Field suggests that this same pilot and navigator be given another chance when weather conditions are more favorable. In that event the prediction is for a gain of at least fifteen minutes over the present record.

#### THE TRANSCONTINENTAL FLIGHT IN A MARTIN BOMBER ✓ (Continued from last issue)

At Santa Monica we were given quite a reception throughout our stay, mainly due to the efforts of Lieut. C.C. Moseley, in command of the reserve unit at Clover Field. The publicity which Lieut. Moseley secured in the Los Angeles papers was the cause of our plane and our trip attracting so much attention. The day following that of our arrival was too overcast and foggy to permit exhibition flying, but on the second day we made several flights over the city of Los Angeles carrying an International News Reel cameraman and several reserve officers from Clover Field. Hundreds of people came to Clover Field daily to see the ship. Before leaving, the Los Angeles Chamber of Commerce sent a wire to the Chief of Air Service requesting our return from Rockwell Field to participate in Armistice Day ceremonies. We had previously wired for authority to change motors at Rockwell which we expected would take four or five days. An amusing incident that happened during our four days' stop at Santa Monica was the offer of a pet pelican to take back with us as a mascot. We thought it best not to accept the offer, however. On Sunday, November 4th, there were probably a thousand spectators at Clover Field to see us leave. We got under way but were in the air for only a short time when it was plainly to be seen that it would be necessary to return and change the cylinder which was leaking badly. The cracked seam in the water jacket had opened wider and we were losing considerable water. There was nothing for us to do but replace the cylinder with one which we were able to obtain from Lieut. Moseley that afternoon, in order that we could get off the next morning. In due course of time, the following day, we arrived at Rockwell Field after an uneventful but very interesting trip along the coast. The weather was fair. It was somewhat hazy and rather warm. West and northwest winds prevailed. Upon our arrival, after meeting Major Arnold and several officers at the field, we were informed that the requisite authority to change motors and accomplish other necessary work on our ship had been received in the form of a radio message from the Office of the Chief of Air Service. The work was started the following day, and five days later

the ship was in commission again, after having acquired two new motors, a new set of control cables, a new tail skid and minor repairs. The ship was given a test flight of 50 minutes on that date and everything was found to be very satisfactory. In the meanwhile, another radio message from the Office Chief of Air Service directed that the ship be returned to Los Angeles for Armistice Day ceremonies on November 11th and 12th. This was complied with after a 3 hour and 10 minute test flight and cross-country trip from Rockwell Field back to Santa Monica under favorable weather conditions. The ship was flown over Los Angeles during ceremonies held at University Southern California stadium on two different occasions, with other planes from Clover Field. Conditions were not favorable for leaving Santa Monica on the first flight of the return trip until November 16th, the weather being very bad on the 15th, with characteristic west coast fog. It had been our intention originally to go back to Rockwell and start the return trip from there. The country is so much better from Los Angeles to Yuma than it is from San Diego to Yuma that we decided to leave from Los Angeles instead. This necessitated that a flight be made to Rockwell Field and return in a DH which was obtained from Clover Field, in order to pick up several parachutes and other articles that had been left there. The trip was made over the 16th and 17th.

The morning of November 17th saw us leave the west coast with a great deal of regret. We flew directly to March Field, Riverside, Calif., and decided to land there and take on gasoline on account of a stiff southeast wind that we were backing. Getting under way again after a short delay we headed for the pass between San Bernadino and the San Jacinto Mts. and passed over Beaumont and Banning, on the Southern Pacific Railroad, which we followed all the way down the Imperial Valley to Yuma. As we went through the pass leading to the Imperial Valley before reaching Beaumont, the air was very rough, causing the Martin to roll considerably. Thereafter the trip was without particular incident, except that while midway between Los Angeles and Yuma the continued flash of a bright object for almost a minute gave us the impression that some one was trying to signal to us with a heliograph. The forest rangers are equipped with heliograph sets and it is possible that it may have been a ranger, although the signals came from down in the valley and no wooded areas were in sight. After a trip of 3 hours and 20 minutes we landed at the field at Yuma, which we were able to locate by means of Aeronautical Bulletin No. 22. We had covered 235 miles at the rate of 70 miles per hour with southeast wind diminishing as Yuma was reached. The weather was fair, good visibility, and warm temperature. After servicing ship we made arrangements to leave early the following morning.

The field at Yuma is about 300 feet above sea level and although small was not particularly difficult to get out of. We were able to get away shortly after sunrise and flew an easterly course following the Southern Pacific until Lava was reached and passed five miles to the north of us. Here the railroad made a bend to the north, but our course took us to the south of east and we did not sight the railroad again until it makes a bend around to the south and passes through Red Rock on its way southeast into Tucson. After flying for about 85 miles away from the railroad or any sign of civilization, over extremely desolate country, we sighted Silver Bell mine and followed the branch railroad from that point to Red Rock on the Southern Pacific. As long as we had followed the railroad it had been fairly easy to check our course, but after leaving it there was nothing at all that we could check on. The mountain ranges are not shown at all correctly on the map. We had passed over the northern part of the Papago Indian Reservation which consists of, mostly, mountains and desert valleys. From Red Rock into Tucson the country along the railroad is fairly good. We found the municipal landing field at Tucson without any trouble and made a landing. As soon as we stopped rolling, however, we knew that it would be impossible for us to get out of the field for several days. The ship had sunk into the ground, along the track of the wheels for almost five inches, and we had some difficulty in turning the ship around to taxi to the west end of the field. The adobe soil had been well soaked by rains for three or four days preceding our arrival and while not muddy was soft and spongy. The field had no natural drainage. The sun normally bakes it hard and dry. It had taken us 4 hours to make the trip covering the 228 miles at a speed of 57 m.p.h. against quite a stiff wind from the southeast. It had not been necessary to fly at an altitude greater than 4,500 feet. The weather was fair, visibility good, temperature moderate.

No attempt was made to get away the following day. The second day the sun seemed to have dried up and hardened the ground considerably so we made all prepara-

tations to leave, sending a telegram to the Commanding General, 8th Corps Area, announcing our arrival and future stops in the Corps Area. The field at Tucson is 2,000 feet square and surrounded by a fence. There is a line of telegraph poles and wire at the east end of the field. On account of the southeast wind blowing it was decided to take off diagonally across the field to the southeast towards the telegraph line rather than take off with the wind. From our experience at altitude we knew that it would take us about 600 yards to get off the ground, solid ground, at the altitude of the Tucson Field which is about 2,400 feet, and that we had just room enough to do it and no more. By taking off diagonally across the field, we had about 900 yards that we could figure on. That meant that in 300 yards it would be necessary to get higher than the telegraph wire. There was a ten mile wind blowing from the southeast, but the field was soft. With these facts in mind we made the attempt. The ship started to move slowly and seemed to have picked up a fair amount of speed when we hit a soft spot, then good ground, then a soft spot again. There was nothing to do but pull a ground loop before getting too close to the fence and taxi back. The field was still too soft. The following day was somewhat cloudy with not much sun, but we decided that we would try it again the fourth day, weather permitting. We had been staying, in the meantime, at one of the fraternity houses at Arizona State University. The boys had discovered one of us to be a fraternity brother and their normal interest in flying correspondingly increased. They fairly monopolized our time and, no matter what the discussion, invariably the subject returned to flying, not of our own accord but on account of the fact that they were so keen about it. We saw quite a little of Tucson and the University and were well entertained. The morning of November 22nd we made the attempt to get off for the second time, but the ship did not feel as though it would rise, so it was necessary to pull the throttles while there was still time to ground loop. The ground was somewhat more solid, however, and we decided to try it once more. The third time luck was with us. Just when it seemed necessary to throttle and ground loop, the ship began to feel light and an instant later left the ground. We cleared the telegraph wires with thirty feet to spare and after circling the University at Tucson started on our way to El Paso. We flew a course a little south of east, following the Southern Pacific somewhat but cutting across the big bends. This took us south of Cochise, a junction of the Arizona Eastern with the S.P., after which we kept between the S.P. to the north and the El Paso and Southwestern to the south, until we reached Machita, following the railroad almost due east into El Paso from that point. It was necessary to climb to 6,500 feet to get through the railroad pass over the Dragoon Mountains. This altitude is all that it was necessary to attain. Fort Bliss is to the northeast of El Paso and about 500 feet above it on the table land at the base of the eastern slope of San Andres Mountains. We found the Air Service flying field without any difficulty and made a landing. The surface of the ground at Fort Bliss is exceptionally hard and we rolled for a considerable distance before stopping. The trip had taken us just four hours. We had covered 275 miles at the rate of almost 70 m.p.h. The wind was from the southeast at Tucson, changing to west-northwest near El Paso. Fair weather with good visibility and moderate temperature prevailed. After a cursory examination of the ship and motors it was discovered that the right radiator and left gas tank were leaking. The right starter was also out of commission. Neither the radiator nor the gas tank was leaking very badly, however, and we were confident that each would hold up until we arrived at Kelly Field. The ship was serviced in expectation of an early start the following morning and we then went into the city to take in the sights of El Paso and Juarez.

The next morning after a great deal of difficulty we were able, finally, to get the motors started. It had been somewhat cold during the night and was still cold in the early morning. Because of that fact and also because of the fact that Rockwell Air Intermediate Depot uses smaller jets in their motors than standard, it was difficult to get any gas into the cylinders - the primers were not functioning. But we were able to get started and left El Paso at 9:15 a.m. November 23rd. Although the altitude at Fort Bliss is about 4,000 feet above sea level, we were able to get off in perhaps a little less distance than that we found to be requisite at such altitude, on account of the hard ground. There was plenty of room. After leaving Fort Bliss our course took us to the southeast toward Sierra Blanca, following the Rio Grande and also the railroad. From Sierra Blanca to Marfa our course followed the railroad also. We had been using the altitude adjustment on the motors installed at Rockwell with the

result that, according to measurement of gasoline used, we were fairly sure of gas consumption of about 24 gallons per hour for each motor. Such consumption would give us a cruising range of six hours at 1450 normal r.p.m. With that cruising range and no adverse wind we could have made a flight from Fort Bliss to Fort Clark, about 415 miles. We decided that it would be best to stop at Marfa for gas, however, which we did, arriving there in 2 hours and 5 minutes after leaving El Paso. It took us a little longer than we had figured on to get serviced up at Marfa and it was doubtful when we left there at 1:05 whether or not it would be possible to reach San Antonio that day. The field at Marfa is about 5,000 feet above sea level. Having plenty of room we were able to get off the ground in the usual distance, without any trouble. It took quite a climb to get from Marfa to the summit of the ridge that we passed over to the north of Cathedral Mountain which is a landmark that anyone who has ever flown along the border has become acquainted with. An altitude of 7,000 feet was necessary. After crossing this divide, however, the country slopes steadily downward until it becomes part of the vast prairie of the Mississippi Valley. Our course lay along the railroad which we followed in a straight line until reaching Del Rio where we bore off to the north, flying a course just a little south of east to Bracketville. Here on account of the fact that we could not possibly get to Kelly Field before dark, we decided to land at Fort Clark. After circling the fort we made a landing on the drill ground not far to the south. It was unnecessary to take on any gas or oil to fly to San Antonio, although it is possible to get aviation gas at Fort Clark.

We had made the trip from El Paso to Fort Clark without unusual incident, covering 414 miles in exactly 5 hours; the trip from Marfa to Fort Clark having taken 2 hours and 55 minutes. With a west wind our average speed for the trip had been almost 83 m.p.h. The weather was very good, temperature moderate, visibility good, except that in the early morning there had been considerable valley fog southeast of El Paso, along the Rio Grande. Next morning, November 24th, we left Fort Clark at 8:30 o'clock and arrived at Kelly Field in an hour and a half, a distance of about 120 miles. The surface wind seemed to be from the east on this flight, while the wind aloft was from the west. Conditions were very good for flying.

We felt when we reached Kelly Field that we were once more back in civilization. Our troubles were mostly over. No more mountains or bad country to fly over. It was merely a question of time until the completion of the trip. We had our first taste of really bad weather, however, the day after our arrival. A Texas "Norther" set in and for four days the sky was overcast with low ceiling and occasional rains. It got much colder, and we utilized the time in working on the ship, soldering radiator and sweating a number of patches on the gas tank. The starter was also put into commission, and when the weather lifted on the 29th, with wind shifting around to the west, the ship was in commission again. We also spent the time in renewing old acquaintances at Kelly and in rehashing the bombing at Langley Field with some of them. It did not take us very long to get away from Kelly, however, once the weather gave us a chance. The first day's flight saw us at Dallas, the second at Muskogee, and the third at St. Louis. The weather during this time was fair, with good visibility and moderate to cool temperature. The wind was from the southwest so that we made good time all the way through to St. Louis, making 267 miles the first day in 3 hours and 20 minutes, averaging 81 m.p.h.; 210 miles the second day in 2 hours and 20 minutes, averaging 91 m.p.h.; and 390 miles the third day in 4 hours, averaging almost 98 m.p.h. Each course was flown in practically a straight line with only occasional departures therefrom in order to take advantage of better country, or because, in some cases, we inadvertently had gotten off the course. Between Muskogee and Scott Field we stopped for a short time at Bridgeton Field, which we had departed from about eight weeks before. We arrived at Scott Field at 2:50 in the afternoon of December first.

Nothing of unusual incident took place on the trip except that Sgt. Jewell who had been trying without success to secure a mascot for the trip finally succeeded in capturing a little fox terrier at Dallas which we brought back to Langley Field with us.

The weather shut down again the day after we arrived at Scott Field and for four days there was fog, rain, and finally snow. The weather cleared the morning of the fifth day, however, with a stiff west wind prevailing. The thermometer had dropped somewhat and it was decidedly chilly. At this point Lieut. Smith left the transcontinental flight, in order to fly the ship back to Langley Field which he had left at Scott Field during the Races. On account of motor

trouble he was not able to leave with us on the morning of the 6th and we had therefore to leave without him. The trip from Scott Field to Wilbur Wright Field was made at a speed of about 107 m.p.h., the 350 miles of the trip being covered in 3 hours and 15 minutes. Good weather prevailed, although it was somewhat hazy. A direct course was flown. The weather again turned bad, although not so bad as uncertain. It was necessary to lay over at Wilbur Wright Field, therefore, until December 11th. We were able to fix the starter on the right motor this time. It had gone bad at Scott Field when the motor kicked back. A continuous trip was also made during this period from Wilbur Wright Field to Cincinnati, and return to McCook Field, on the 7th, the ship being flown back to Wilbur Wright Field the following day. Setting forth on the homeward journey again on December 11th, we reached Moundsville in 2 hours and 20 minutes, stopped long enough to gas, and were off again for Washington, which we reached in 2 hours and 40 minutes. Total mileage for the day 410, total time five hours, a little better than 80 m.p.h. The weather was fair, visibility very poor over the mountains, and temperature moderately cool. After reporting our arrival back and attending to other details in Washington, the return trip to Langley Field was made on December 14th in one hour and ten minutes, good weather, good visibility, and a north wind prevailing. We were glad to get back.

The end.

### ARMY AIR SERVICE WINS BOMBING CONTEST AT MIAMI

No one doubts that there are amongst the Army Air Service personnel some excellent bombers. The immediate results attending the bombing of obsolete Naval ships off Cape Hatteras last year gave conclusive evidence of this fact. Just to keep their hand in, however, several Army pilots journeyed south to Miami early in March to compete in a bombing contest against the Navy and, as they say it in the opera, "returned victorious" or, to put it in up-to-date fashion, "brought home the bacon".

Residents of Miami, Fla., permanent and otherwise (meaning tourists - tin can and other varieties - visitors coming specially for the regatta, etc.) were

afforded many thrills on the occasion of the motor boat, hydroplane and seaplane races held in that city on March 7th and 8th. Besides a superb exhibition of speed by water and air craft, the large crowd of approximately 50,000 spectators witnessed the interesting bombing contest above mentioned, the prize being a beautiful trophy donated by the Royal Palm Hotel of Miami.

The Air Service entered two Martin Bombers in the contest, one from Phillips Field, Aberdeen, Md., and the other from Langley Field, Va. The crew of the ship from Aberdeen consisted of Lieut. Harold L. George, pilot; Captain R. B. Hough, Jr. bomber; Corporal Joseph M. Fredericks and Private Athone Ark. The Langley ship had as its crew Capt. Earley E. W. Duncan, pilot; Lieut. Howard A. Craig, bomber; and Staff Sergeants Wm. B. Moorhead and Otto Armbruster. The bombs used were of the 100-lb. Mark I type, secured from the Ordnance Department and shipped from the Curtiss Bay Ordnance Reserve Depot.

The Navy entered three flying boats of the F5L type and took second and third honors, Lieuts. R. H. Harrell and J. C. Finch manning the second place ship and Lieut. Com. De Witt C. Ramsay and Lieut. G. L. Compa the third place ship.

Lieut. George took the Martin entry up first, made his try for as high a score as possible, and upon returning allowed Captain Duncan and his crew to use this ship, this procedure being necessary by reason of the fact that the plane from Langley Field "threw a con rod" and had a forced landing at Delray, Fla. during the early part of the week. Captain Duncan and his crew won the honors, so that the Phillips Field Bomber had the peculiar distinction of playing a double-header and breaking even.

Although no speed records were broken, it was generally conceded that the regatta was the most successful one ever held in the State of Florida, if not in the entire South.

### AIRPLANE REUNITES FAMILY.

The airplane accomplishes many unusual things. It brings medical aid, food and supplies in an emergency to persons living in inaccessible places who, due to climatic or other unusual conditions, are cut off from other means of communication; helps the farmer by spraying his cotton plantations, his orchards, etc.,

with poison powder to destroy parasitic insects; breaks up ice jams in swollen rivers, thus avoiding floods and the consequent wholesale destruction of property which would otherwise result; and, in short, as we have had occasion to mention before, is ever ready for service at a time when every other agency in the way of transportation is rendered impotent through unusual circumstances. For the path of the airplane is unrestricted - it can go anywhere, its only requirement being a fairly good place in which to land and take off.

The incident which we are about to relate happened recently in Hawaii. Warrant Officer Osburn, 27th Infantry, stationed at Honolulu, received orders transferring him to Fort Sam Houston, Texas. His 13-year old son Bobby was at the time visiting some friends at the Kilauea Military Camp near Hilo. The Transport CAMBRAI was scheduled to stop at Hilo before proceeding to Honolulu and then on the voyage across the Pacific, and Bobby was notified to board the Transport at Hilo. When his parents got on board at Honolulu and found no trace of their son, they became exceedingly worried, as was only natural. It appears that Bobby was not informed of the sailing hour of the CAMBRAI from Hilo, and when he arrived at the dock the boat had left. Warrant Officer Osburn immediately notified Colonel H.L. Landers, who in turn notified General C.P. Summerall, Commanding General of the Hawaiian Department.

Arrangements were made for Robert to be brought from Hilo by airplane, the transport being scheduled to sail at noon the following day. Three Army planes, piloted by Lieuts. W.C. Goldsborough, Everett Davis and Jesse Adams, Air Service, left Wheeler Field for the Big Island. Incidentally, several Island records were established from that time until the planes or, rather, two of them returned to Honolulu. The airmen arrived at Hilo at 6:15 p.m., but on account of darkness were forced to land in a newly plowed canefield at Hilo instead of going to the flying field at the Volcano. The landings were made without incident.

Preparations were made for the return trip the next morning, and at 8:30 o'clock Lieut. Goldsborough, with Bobby as passenger, attempted to take off. The condition of the field made it impossible for the plane to pick up speed, and just as it left the ground it ran into some brush which became tangled up with the propeller. The plane turned sideways and crashed to the ground. Although the plane was badly damaged, Lieut. Goldsborough escaped injury, and Bobby's only injuries were a bump on the head and a scratched nose. Young Osburn was pulled out of the wreckage and immediately announced that he was ready to try it again. The boy mounted the seat in another plane piloted by Lieut. Davis, who took off without mishap. Two hours in the air brought the airmen and their passenger to Fort Kamehameha, where the latter was transferred to a waiting automobile which made fast time to the pier, the youngster boarding the Transport and meeting his overjoyed parents just 35 minutes before it sailed. The excited youngster related to his relieved parents the wonders of the flight from a seat above the clouds and expressed his desire to take another flight. The trip from Hilo to Honolulu was made in the fastest time ever accomplished by an Army airplane over this route, the distance being 210 miles, over three wide channels of water of 80, 20 and 45 miles, respectively.

There is no doubt that the Air Service gained staunch friends in the persons of Warrant Officer Osburn, his wife and, especially, their son Bobby.

## NOTES FROM AIR SERVICE FIELDS

Kelly Field, San Antonio, Texas, Feb. 11.

### TENTH SCHOOL GROUP

**FORTIETH SCHOOL SQUADRON:** Flying in this organization in the past week consisted mainly of practice, test and instruction flights.

Capt. Guidera made a cross country trip to Austin in a DH on the 6th, returning the same day.

Capt. McDaniels and Lt. Schneider took two Martins to Muskogee, Okla., with supplies for the Airways station there.

Lt. Rush made a cross country trip to Post Field on the 2nd, returning on the 3rd.

The basket ball team has evidently made acquaintance with old dame luck and it is beginning to realize the value of her friendship. The team won three games in the past week and among the losers was the fast Elks City League team. A trip will be made this week to Austin, where the 40th will meet the College of Engineering of the University of Texas.

**FORTY-FIRST SCHOOL SQUADRON:** Lieut. Benjamin W. Chidlaw, A.S., graduate of the last class of student officers, was assigned to the 41st Squadron and assumed the duties of Squadron Supply Officer. Lieut. Chidlaw is a graduate of the U.S. Military Academy, class of "22".

A cross country flight to El Paso, Texas, was made by Lieut. Mervin Gross, on February 2nd, returning the next day.

Two dual instruction airplanes have been kept fairly busy during the past week by instructors giving some of the members of the new student class their ABC's in advanced flying training.

**FORTY-SECOND SCHOOL SQUADRON:** Flying this week totaled 134 hours and 45 minutes. This time includes cross country flights to Dallas by Lieut. Griffiss and to Italy, Texas, by Lieut. Kessler. The flying was largely done by student officers and cadets who are still flying solo missions.

During the week Lieut. Catlett was assigned to this squadron as Supply Officer, relieving Lieut. Chapman. Lieut. Spry was assigned as Mess Officer.

**FORTY-THIRD SCHOOL SQUADRON:** The past week in the Squadron has been very quiet. In fact, the quietness is in a way disconcerting. "No Fires" to break the routine of things, and all conversation has been toward the point of Mr. Hard Luck's next entry. He came not to us as a unit, but to the absent Squadron Commander. We rejoice in the choice of Captain McDaniel, for his training along those lines fits him well. His latest calamity is having a bad case of "snow blindness", and he is still in the midst of the offending snow. We understand that yesterday his ship was just ready to take off when it was discovered that the tail skid had frozen in and, of course, retarded his progress to such an extent that he didn't move. After several attempts, some one or some thing weakened, but with snow blindness and a frozen-in tail skid, we won't say who or what it was. But it is storming here now and we do not expect him for another week. The entire Attack Group have been flying scouts for a week. The only thing the men in the Squadron fail to understand is why Lieut. James Duke is always looking down the interior of the fuselage and what he is looking for. (But between a few of us the Lieut. thinks his "Pet Cax Kitty" has probably taken a notion to transfer to single seaters.)

**SIXTY-EIGHTH SERVICE SQUADRON:** Six Liberty and two Wright Engines are being overhauled in the Motor Overhaul Department. Four Liberty Engines are ready for test and will be used for service.

A lathe for reaming connecting rod bushings has been installed and is proving exceedingly efficient.

Lieut. O. R. Cook, who recently completed his training at this station, has been placed in charge of the Motor Overhaul Department.

### THIRD ATTACK GROUP

**EIGHTH ATTACK SQUADRON:** The flying operations of this organization during the past week consisted of training formations, practice in Aerial Gunnery, cross country and test flights.

On January 31, the organization participated in a wing review and inspection of the troops of the entire command by Major-General Lewis, who was here for the purpose of attending the graduation exercises of the Student Officers and Cadets of the advanced flying school.

Cpl. Henley (ASQRC) as pilot and Sgt. Rhinehart as passenger proceeded on a cross country flight on February 2 to Ft. Worth, Texas, and returned the next day, their time on this flight being 5 hours and 30 minutes.

On February 2, Lt. Kimball as pilot and Lt. Holt as passenger made a cross country flight to Marfa, Texas. Lt. Holt remained at Marfa and Lt. Kimball returned to Kelly Field solo. The total flying time for this flight was 7 hours and 35 minutes.

Lieut. Carr departed from this station on the Model Airways Flight to St. Louis, Mo., on February 4th.

Capt. Hale as pilot with Lt. George as passenger made a cross-country flight to McAllen, Texas on February 4, leaving Lt. George at McAllen and returned to Kelly Field solo. On the same date Cpl. Henley as pilot and Sgt. Bottrill as passenger made a cross-country flight to Smithville, Texas. Cross country time during the past week was 18 hours and 20 minutes.

**THIRTEENTH ATTACK SQUADRON:** The past week was devoted to machine gun and formation practice. Two cross country trips were made, one on February 3rd to Laredo, Texas, and the other on the 5th to Ft. Clark, Texas, both being made by Lieut. Phillips of the 60th Service Squadron.

**TWENTY-SIXTH ATTACK SQUADRON:** Lieut. Frederick V. Kimble, A.S., assigned to this organization joined on February 6th. He was transferred to the 3rd Group from the 10th School Group.

The entire personnel of this organization, in connection with other organizations on the field, participated in Memorial services for the late Woodrow Wilson, ex-President of the United States. The organizations were assembled in a hollow square formation at the band stand and at approximately the hour that funeral services were held at Washington, D.C., the Post Adjutant made an address to the assembled organizations.

During the past week this organization participated in machine gun practice on the Camp Stanley range, routine test flights, cross country flights and formation flights.

**SIXTIETH SERVICE SQUADRON:** Lt. Col. C.C. Culver, Eighth Corps Area Air Officer, accompanied by Pvt. Ross P. Holland, of this organization, as mechanic, made a cross-country flight to Sanderson, Texas, via Ft. Clark and Dryden, Texas, February 1st. They left this field at 8:55 a.m. and returned at 5:05 p.m. A DH4B (23-410), which was recently assigned to the Colonel was used for the flight.

1st Lt. Armor S. Heffley, Air Service, was relieved from assignment with this organization and was assigned to the 10th School Group.

**NINETIETH ATTACK SQUADRON:** Flying this week consisted mostly of Aerial Gunnery, and formation flights.

On February 2, Lt. Zettel made a cross-country flight to Laredo, Texas, via Ft. Clark, Texas and returned the same date. On February 4, Lt. Beverly made a X-C-flight to Smithville, Texas, returning the same date.

Kelly Field, San Antonio, Texas, February 13.

### THIRD ATTACK GROUP

**EIGHTH ATTACK SQUADRON:** Flying operations during the past week consisted of cross country flights, formations, routine test flights and practice of Aerial Gunnery.

Cpl. Henley as pilot and Cpl. Kelly as passenger made a cross country flight to Luling, Texas on February 9 and returned the same date.

Lieut. Carr returned on February 7 from an attempted flight of Model Airways plane to St. Louis. Lieut. Carr was forced down at Afton, Okla., on February 5th by a severe snow storm and returned to Muskogee, Oklahoma on February 6th, the return flight to Kelly Field was resumed on February 7th. The time on this flight was 16 hours and 30 minutes.

**THIRTEENTH ATTACK SQUADRON:** Flying for the past week consisted mainly of formation and aerial machine gun flights.

The 13th Squadron furnished a three-plane formation in the Group maneuvers at Pearsall, Texas, on February 14.

**TWENTY-SIXTH ATTACK SQUADRON:** On February 12, Capt. Davidson with Lt. Kimble as passenger made a cross country flight to Ft. Clark, Texas, for the purpose of ferrying an airplane to Kelly Field. This plane has been awaiting repair at Ft. Clark and a detachment of men from this squadron went to Ft. Clark last week for the purpose of replacing one of the wings, which had been damaged. Lt. Kimble flew the repaired plane to Kelly Field.

On February 12, the enlisted personnel of this organization participated in Group drill on the flying field from 4:00 p.m. to 5:30 p.m. After the drill, the Group passed in review for Captain Harvey, Acting Group Commander.

On February 14th, this squadron furnished one 3-plane formation for a tactical maneuver. A flight from each squadron left Kelly Field at intervals of ten minutes and proceeded to Pearsall, Texas. Upon arriving at Pearsall the formations simulated attack on Loxton's Ranch House and then landed in a cleared field near same.

**SIXTIETH SERVICE SQUADRON:** Second Lieuts. Russell L. Williamson and Mervin E. Gross were assigned to this organization on Feb. 6. Lt. Williamson will remain on Special Duty as Post Transportation Officer. Lt. Gross was detailed on Special Duty as Supply Officer of the Third Attack Group.

1st Lt. Max F. Schneider, Commanding Officer of the 1st Wing Headquarters Detachment, using a DH4B, made a cross country flight to Bartlett, Texas, February 12. He was accompanied by Staff Sgt. Simmons of the 8th Attack Squadron as mechanic.

A new fence is being built around Squadron Lawn, in order to protect the grass which is beginning to take life.

**NINETIETH ATTACK SQUADRON:** This organization is still devoting the most of its time to Aerial Gunnery, and other technical problems that are to be solved.

Lt. Gates, our former Squadron Adjutant, has been transferred to the Tenth School Group, and Lt. O'Conner has been transferred to this organization and is now Adjutant.

#### TENTH SCHOOL GROUP

**FORTIETH SCHOOL SQUADRON:** Flying of this organization in the past week consisted mainly of test, practice and instruction flights.

Capt. Guidera and Lt. Snavely made a cross country trip to Austin over the week end.

Lt. Laird and Lt. Hoefgen of the Reserve Corps made a cross country trip to Laredo and return on the 13th.

Capt. McDaniels and Lt. Schneider returned from Muskogee on the 9th after experiencing some motor trouble and meeting with snow at Muskogee.

The basket ball team journeyed to Austin on the 9th and met defeat at the hands of the College of Engineering of the University of Texas, to the tune of 44 to 8. The game was hard fought throughout but the Engineers obtained too great a lead in the first period for the local men to overcome.

A considerable amount of interest is being taken by the hangar personnel in the school being conducted daily in the hangars of this organization. The subjects that are of most interest are the practical work around motors and planes.

**FORTY-FIRST SCHOOL SQUADRON:** Flying for the week was limited to three dual instruction planes. These have been kept busy flying, both afternoons and mornings.

This squadron is gradually preparing for the large class of students that will arrive from Brooks Field on or about March 13th.

The 41st basketball team played and won two games this week. One with the McKinley Methodist team of San Antonio, and one with the 13th Attack Squadron team of the post league. The McKinley Methodists were defeated 22 to 16 and the 13th 22 to 12.

**FORTY-SECOND SCHOOL SQUADRON:** Flying this week totaled 113 hours and 20 minutes. Of this time, 77 hours are credited to student officers and cadets who are still flying solo missions;

One new plane was received during the week from the San Antonio Air Intermediate Depot. This squadron now has 22 De Haviland planes assigned, the weekly average in commission being 21.

In addition to these activities, two ground reviews were staged during the week, one in connection with Saturday inspection, the other, the regular Thursday afternoon drill and parade.

**FORTY-THIRD SCHOOL SQUADRON:** Our weekly activities consisted of the usual routine flying of practically all of our 77 airplanes; we had only one forced landing in our "aged in the wood" Spads, or, if this term "aged in the wood" recalls memories of days, if not more prosperous, at least more pleasant, we can leave out "in the"; which, taken as a whole, is quite a remarkable record and speaks well, indeed, for our Chief of Staff and his able cohorts, inasmuch as in our poor opinion they are all too closely related to the doddering, senile old man who put one foot in the grave and lacking the strength to go further, prayed for a "wee puff of wind" to blow him in.

Seriously though, a rather remarkable occurrence was reported the other day. A certain noted pilot of this squadron, (to distinguish him from the other noted (?) ones it may be recalled that his last epoch making exploit was the dark to daylight, or San Antonio to San Antonio on one tank of gas flight), rushed in to the engineering office and reported that the carburetor in an MB3 he was flying was dirty and when he went over on his back in a loop the dirt was disturbed and while thusly angered clogged the jets. Word of this was immediately sent to Dayton and telegraphic orders received to make friends with the dirt in carburetors at whatever sacrifice and never to disturb its siesta, particularly in the heat of these summerlike afternoons, lest, like Abraham, it 'rise and smite thee'. Needless to say this discovery will be received with joy throughout our whole Service and all of us now can bask in his (Dusky's) reflected glory.

Coming back, in a more serious vein, to our ships and their flying, maintenance and availability for use, the inspector has spent the last five or six days with us looking over each one. Minutely inspecting 77 airplanes in one squadron is no ragtime job. It was found that each one of the entire lot is in as good condition as could reasonably or even unreasonably be expected. Quite naturally the old chin comes up a little bit higher, particularly as it is our belief, at least, that the sole reason for our existence is our hangars and our ships and if, in the course of an emergency, something has to be left more or less to take care of itself, let it be anything else, but our ships must run.

**SIXTY-EIGHTH SERVICE SQUADRON:** Six Liberty engines, one Wright and one Lawrence L-4 engines are being overhauled in the Motor Overhaul Department.

Two Liberty's are ready to be tested, while two were tested and are ready for assignment.

Brooks Field, San Antonio, Texas, February 18.

Weather conditions have been ideal during the past week and flying training has progressed satisfactorily. Cross country training trips for the week-end included the following: 1st Lt. R.G. Breene and 2d. Lt. J.H. Pitzer to Ft. Ringgold, Texas, and return; 1st Lt. Stanley M. Umstead and mechanic to Galveston, Texas, and return; Staff Sgt. George C. McGinley and Staff Sgt. Adam Bogdanski to Temple, Texas, and return; Staff Sgt. Byron K. Newcomb and Master Sgt. Wm. A. Winston to College Station, Texas, and return.

Mr. George B. Post and Mr. Boedicker, representatives of the Huff-Daland Company arrived at this station for the purpose of demonstrating a TW5 and an HN2 ('Stuttering Sam'). Mr. Paul D. Wilson, representative of the Thomas-Morse Com-

pany also recently arrived on the Field to demonstrate the capabilities of an MB3A. These planes have been tested by the Stage Commander and Test Pilots, at this Station, to determine their adaptability for primary training planes. Major Lewis H. Watkins, of the General Staff, Training and Operations Section, visited the Post during the past week and had several conferences with the Commanding Officer. Major Watkins also inspected the Field. On Saturday, he went over to Kelly Field for the same purpose and left on Sunday for Ft. Sill, Okla., by plane, being piloted by 2d. Lt. Julian B. Haddon, Officer in Charge of Flying, this Station.

Brooks Field, San Antonio, Texas, February 25.

Captain Paul Bock successfully carried the Fourth Airways ship from this Station to St. Louis, Mo, and return. The rainy season seems to have struck 'The Winter Playground of America', and in consequence flying training has been seriously handicapped. Routine cross country training flights for the week-end included the following: 1st Lt. Stanley M. Umstead to Laredo, Texas, and return; 1st Lt. C. Y. Banfield and Staff Sgt. B. Siscoff to Ft. Worth, Texas, and return; 2d Lt. Robt. W.C. Wimsatt and Capt. J. D. McIntyre, Ord. to Tulsa, Okla., and return; 1st Lt. J.G. Williams and 1st Lt. W.B. McCoy to Laredo, Texas, and return; Staff Sgt. Chester F. Colby and Staff Sgt. Manning to Crystal City, Texas, and return.

Brooks Field, San Antonio, Texas, March 3d.

On Sunday afternoon the Horchem Air Circus staged a flying circus on the Municipal Flying Field, about one mile from Brooks Field. Mrs. Bertha Horchem, youthful wife of the owner of the Circus, in a Laird Swallow zoomed down in preparation for the one final feat of daring to complete the afternoon's performance, when the plane broke and spun down among the crowd, killing the youthful aviatrix. The circus was largely patronized by the officers from this Field, who are always keen for something new in the flying game.

Cross country training flights for the week-end included the following: Major Ralph Royce and 1st Lt. R.G. Breene to Laredo, Texas, and return; 2d Lt. Harlan T. McCormick to Laredo, Texas, and return; 1st Lt. Clinton F. Woolsey and Staff Sgt. Robert C. Long to Houston, Texas, and return; 2nd Lt. Carl B. McDaniel and mechanic to Houston, Texas, and return; 1st Lt. Charles Y. Banfield and Sgt. B. Siscoff to Ft. Worth, Texas, and return; 2d Lt. Robert W. C. Wimsatt and Sgt. Wardell to Ft. Worth, Texas, and return.

Rockwell Air Intermediate Depot, Coronado, Calif., February 15.

First Lieut. Virgil Hine, A.S., Post Adjutant of Rockwell Field, who is considered by his fellow-officers as one of the leading out-of-door enthusiasts in this vicinity, won the final match two up in the Hotel Del Coronado Handicap Cup Tournament over the Coronado Country Club Course this week. Lieut. Hine is the type of officer that goes to make the Air Service proud of the fact that he is a member of this branch of the service, as he works hard to accomplish results in any project undertaken by him.

As a flyer Lt. Hine demonstrated his ability by the careful manipulation of the refueling planes here last fall and it was through his successful flying above the endurance plane, that the refueling in mid-air stunt was accomplished. On the pistol range Lt. Hine always puts up high scores; at the traps his lost column is minus. During the open season the ducks, pigeons and quail are in constant danger when he is on a hunting party. As a horseman he is above the average. As a golf player he is a champion.

Inasmuch as the writer of this item for the News Letter is not up-to-date in the details of golf (still being a young man of only 49 summers) the following is copied from the official report of the final game which awarded Lt. Hine the championship cup of the Hotel Del Coronado Tournament:

"Making a birdie four on the 10th hole to square the match, after making the turn one down, and playing a 37--even par-- on the second nine, Virgil Hine yesterday defeated Jess Puryear two up in the final match of the Hotel Del Coronado Handicap Cup golf tournament. Hine started the handicap match, played on the Coronado Country Club course, three holes down and had a

79 medal score, despite a 43 on the first nine. He won four matches-- giving J. L. Bumgardner seven holes up, E.W. Willett seven holes up and G. M. Booker four holes--to annex the nice trophy. Hine had a long up-hill fight in each match, being the lowest handicap player in the tourney, and certainly deserved to win.

After squaring the match at the tenth and halving the next two holes in par, Hine put his drive--an intentional slice-- out of bounds on the 13th and scoring a five, lost to a par four. This put him one down again, but he refused to stay put, for the Army aviator proceeded to win the 421-yard 16th with a par four--after having the 14th and 15th in par fours.

Hine took the lead for the first time in the match when he made a par four on the 17th and then being dormie one proceeded to cinch matters by adding another par to his long string by negotiating the 18th in four strokes.

Scores on the first nine were nothing to brag about. Hine came up from behind after being four down on the third tee. He took a five on the second and lost this, after halving the first one in par. A par three on the third won for Hine and left him where he started--three down. He took the fourth with a par four, but lost the fifth to a par four and again was three down.

Followed four holes of which the least said the better, except that had Puryear played anything resembling real golf on even one or two of the four he might have won the match. Hine won the sixth in one above par, halved the seventh in two strokes over par and won the eighth by shooting it one above par, while the ninth was halved in one over par figures.

But, starting the second nine, Hine was himself again and playing the brand of golf which he is capable of and which he has put up on display twice to beat Nelson Barker and the pick of the local stars, as well as luminaries from Los Angeles, he came home in even par figures for the nine holes and fought his way uphill to victory."

Capt. A. F. Herrold, 91st Division, Presidio of San Francisco, Calif., ferried a Curtiss plane here for overhaul, returning the same day, via Clover Field in a newly overhauled Curtiss plane.

"The History of Rockwell Field" has been compiled by Major H. H. Arnold, Commanding Officer of this Depot. This history was written by the Major with a view of keeping on record certain events which had occurred at Rockwell Field and which were gradually being lost sight of as the years went by.

Four DeHaviland planes were ferried to this Depot from Crissy Field, for overhaul, by Capt. John W. Signer, 1st Lts. Lloyd Barnett, Earle G. Harper, and James G. Taylor. Two newly overhauled DeHaviland planes were turned over to these officers for their return trip. This was Lieut. Harper's first visit to Rockwell Field, he being a transient officer at Crissy Field from Washington, D.C. enroute to the Philippines.

It is regretted by all who have been associated with our Quartermaster, Major H. D. Munnikhuyzen, Q.M.C., to learn that he is about to leave this glorious land of sunshine and flowers for duty at Fort Sam Houston, Texas. Major Munnikhuyzen has been Quartermaster at Rockwell Field since December 1, 1922, and has made a host of friends, not only with the personnel at this Depot, but with all who have been fortunate enough to come in contact with him. It is hoped that his detail at Fort Sam Houston will be as pleasant as his duties have been at Rockwell Field, where he has worked hard to bring the Quartermaster Corps up to the highest point of efficiency.

Hqs. Philippine Dept., Manila, P.I., January 14.

A formation of five planes from Camp Nichols gave a final send off to the Air Service Officers and men leaving on the THOMAS. From comment overheard at the pier, a very good showing was made, and it is expected that this type of send-off will be continued in the future upon the sailing of all army transports from Manila.

A successful radio mission was completed when Lts. Self and Walker took-off when the THOMAS was three hours out (approximately 15 to 20 miles in the China Sea). These officers flew over the transport and radioed several farewells and bon voyage messages to the Air Service personnel on board. Capt. Hall (the veteran Captain of the THOMAS) also received his share of radio messages. Direct communication was maintained thru out and without difficulty, although SCR 73 and 59 sets were utilized in the plane.

Capt. Rosenham Beam, Commander of the 28th Bombardment Squadron has been on special duty in the Air Office, Manila, working in conjunction with the Operations Officers of the 2nd Observation and the 3rd Pursuit Squadrons, on plans for missions to be called for by General Mitchell. Plans are almost completed and he is expected back for duty in the near future. During his temporary absence Lieut. Maxwell is acting as Post Operations Officer.

General Mitchell appeared to be well pleased with his inspection of the Operations Office and its contents. It is a shame that Lieut. G. M. Palmer, who left on the transport, could not make use of his "Academy of flying" after all the efforts he has taken towards having the building erected. The Assistant Chief of Air Service was well pleased with the showing made by the planes of the 28th Bombardment Squadron.

On the 11th, Flight A, 28th Squadron, flew a five-ship formation to Clark Field, carrying as passengers, 4 photographers of the 6th Photo Section and a reporter (Mr. Cox) of the Philippine Herald, (Manila). Lieuts. Maxwell, Skanse, Glascock, Self and St. John were the pilots. After landing at Clark Field, the Nichols outfit lost little time in lining up their planes.

Camp Nichols has been concentrating on formation flying during the past week, many hours have been piled up and the improvement in this type of flying can be easily seen.

1st Lt. Harry Dinger took active command of the 66th Service Squadron early in the week and as a result several changes in the methods and personnel were accomplished. Of primary importance, perhaps, was the consolidation of the Squadron Headquarters with the office of the Engineering Officer and the Squadron Supply Officer. These three departments, which formerly functioned with their respective headquarters in as many different locations on the field, are now working from one central office in the engineering hangar, thereby conserving both time and personnel.

The New Photo Hut is progressing rapidly and at the present, it appears that the Section will be able to move into their new quarters some time during the coming month, or at least it is hoped so.

The Post Ball Team won both games of the week end series from the Stotsenburg team, the first being won by 7-2 and the second game being 5-4. The outcome of these games will place the Camp Nichols team in a place to be with real contenders in the United States Army League and we will expect some real playing from now on, as the entire post is behind the team and believe that they are the best in the Army League.

(Notes from the 42nd Air Intelligence Section)

"A couple of ex-members of this organization must be feeding the fishes by now - figuring the law of averages and discounting Einstein's theory of relativity assuming that time cannot exist.

Since someone incautiously told Pvt. Endler he looked distinguished in his new glasses, he insists on wearing them to bed. We sincerely hope someone does not admire his new shoes.

Being a weather prophet is a cinch in this country, you know perfectly well its not going to snow. Never the less, said prophet has his trials and tribulations. Think of staying awake all afternoon for the sake of disturbing the siesta of someone miles away by telling him it's a nice large bright day here at Camp Nichols."

Camp Nichols, Rizal, P.I., January 20.

Brigadier General William Mitchell, Assistant Chief of Air Service, was well pleased with the ship assigned for his use during his inspection trip. He was very much pleased with two five-ship formations that flew over the steamer carrying the General to Borneo and India on a hunting trip to extend over a period of approximately six weeks.

Lieuts. Lawton and St. John took-off for San Jose, Mindoro, on the 19th, taking Capt. McHenry and Lieut. Drumm to that place for a short hunting trip. Lieuts. Lawton and St. John returning to Camp Nichols the next day. We all anticipate a big LUAU of venison and wild boar upon the return of Captain McHenry and Lieut. Drumm.

The close of the first half of the baseball season saw the Camp Nichols team in third place which, in view of our had start in the Army League series,

was all and more than could have been hoped for. With our ranks reinforced by several of the new men from the States, a different story is to be expected in the second half of the series.

During the week all organizations have had additional members assigned from the recent arrivals on the last transport. A number of these new arrivals are having their own time getting acquainted with the soldiers enemy in this department (Dhobie Itch) which is taking advantage of those healthy men and taking a good percentage. Never mind fellows, we all had our turn at the scratching.

The 6th Photo Section is patiently waiting for the completion of their new Photo building so as to be able to use up all the surplus energy which at present they cannot use to advantage. We hope to see them settle down very shortly.

Pistol practice was completed during the week and, needless to say, a number of men will be sporting a decoration on the left breast.

Work has begun on the new Photo building and also on the Air Service Supply Hangar. Construction of these buildings is progressing rapidly.

Lieut. John R. Glascock has taken hold of the guiding reins of the 42d Air Intelligence Section. Quite a scene was enacted when Lieut. Hicks, departing Chief turned over his crown marked, "Chief Sleuth" to Lieut. Glascock. Soft music was played by Private Mortenson on his ukulele during this part of the ceremony. When the new chief was initiated he strummed out with "My Luscious Muzon Lass". The rest of the day the 42d carried on with their usual "dash".

Privates Kavanaugh, Buckley and Westwood, the "Battling Air Service Trio" are training faithfully for the Army Military Tournament to be held at Fort McKinley in February, and they have the support of the entire Camp with them as they are the best in their respective classes in our opinion.

#### Hqs. 2nd Division, Air Service, Fort Bliss, Texas, Feb. 23.

Lieuts. Evert and Gottschalk made a cross country flight to Nogales, Arizona, February 16th, for the purpose of inspecting the airdrome at that place. Return was made to this station before sundown the same date.

Lieut. O'Connell and Captain Johnson made a cross country flight to Columbus, New Mexico, February 15th to investigate landing fields and to confer with Commanding Officer of troops at Columbus. Return was made to this station before sundown the same date.

Major L. G. Heffernan made a cross country flight to vicinity of point opposite Fabens, Texas, February 16th.

Lieut. Douglas made a cross country flight to Roswell, New Mexico and return February 20th, with Capt. Bender as observer. No landing was made at Roswell.

A conference was held February 20th, with the 82nd Field Artillery for the purpose of arranging a new code.

Lieut. O'Connell, Capt. Bender, Lieut. Douglas and Sgt. Johnson made a flight to Douglas, Arizona, to take part in the celebration of Washington's birthday and to take pictures of the parade on February 21st. Lieut. Douglas had a slight crash while attempting to land at Douglas. A landing gear and part of the under carriage was broken. Major Heffernan and Lieut. Evert made a cross country flight to Douglas, Arizona, in separate ships February 22nd, for the purpose of taking one of the planes to Lieut. Douglas so that he could fly back to Fort Bliss. Major Heffernan and Lieut. Evert flew back to Fort Bliss in one of the ships before sundown the same date.

#### McCook Field, Dayton, O., February 26.

Lieut. Lester J. Harris reported at this station on February 6th for assignment to meteorological and other duties in connection with Signal Corps activities.

Capt. J. C. Van Ingen has been transferred to Scott Field, Belleville, Ill., in connection with Signal Corps activities at that station.

Second Lieut. Albert Svihra, S.C., was relieved from further duty at McCook Field and ordered to Fort Sill, Oklahoma for assignment to duty in connection with Signal Corps activities, upon expiration of leave granted him.

Lieut. Harry A. Johnson, Third Pursuit Squadron, Camp Stotzenberg, Pampanga, P.I. will be assigned to this station. Lt. Johnson will proceed to San Francisco, Cal., on the transport scheduled to sail from Manila on March 24.

Lieut. John Harding, Jr., A.S., O.R.C. has been called to active duty in connection with the World Cruise. Lt. Harding left for Santa Monica, Cal., on February 20, where he reported to Major F. L. Martin, in charge of the World Cruise, for further orders.

Major Robert H. Hale, Med. Corps, reported at this station to assume command of the station hospital. Major Hale was formerly at the Mitchel Field Aviation and Medical School.

Lieut. Carl A. Ridenour returned on February 12 from a two months' leave of absence, spent at Pasadena, California.

Lieut. A. W. Stevens returned from Fort Bragg, N.C. on February 20, where, since October 11th, he has been engaged in aerial mapping expeditions.

Mr. T. L. Blakemore, Engineering Division representative, left on February 18th for Hammondsport, New York, to confer on all questions in connection with airships being manufactured for the Air Service by Airships, Inc.

Lieut. H. A. Sutton has left for Kelly Field for a conference on armament equipment sent there for service test.

Lt. A. J. Lyon delivered an address before the Society of Automotive Engineers at Detroit on the recent developments in the heat-treating of copper-nickel-magnesium alloys which has been carried on in the McCook Field Foundry. This alloy is being developed for pistons.

New 1924 landing and running lights have been installed on a DH4B airplane preparatory to night flying tests.

#### Wilbur Wright Field, Fairfield, O., February 25.

On February 14, at Memorial Hall in Dayton, there was formed an "Officers Association of Dayton" which now includes in its membership the regular officers at Wilbur Wright Field and McCook Field, the National Guard Officers who reside in Dayton, and the Reserve Officers in Dayton and vicinity. This organization in no way conflicts with the Reserve Officers' Association which was formed a couple of years ago, but all paid up members of the Reserve Officers Association automatically become members in the new Association. The scheme was explained by Col. Guthrie, a retired officer who lives in Cincinnati and who has organized in that city a very successful officers' association. It is expected that the Dayton Association will hold five or six snappy meetings during the coming season and will have, as its guests, speakers of national repute. Capt. Brennan, a Reserve Officer living in Dayton, is President of the Association and Major A. W. Robins, Commanding Officer of Wilbur Wright Field, is the Vice-president.

Major Pringle, a former Chaplain of the Army, recently visited Wilbur Wright Field for the purpose of interesting the personnel of the Field in restoring the Library at the University of Louvain, Belgium.

Lieut. O. O. Niergarth returned from Florida on February 24th. He expects to remain at Fairfield for about a month, will then go to New York and will leave for the Philippines on or about April 1, 1924.

On February 23d, Lt. Alfred Lindenburg arrived from Langley Field in a Martin Bomber. Lt. Robert H. Finley accompanied him as observer. These officers went to Omaha, Neb. where they assisted in breaking an ice-jam in the Missouri River by bombing the ice from the air.

Lieut. E. P. Kenny and G. V. McPike will take a couple of DeHaviland airplanes, which have been remodeled in the Shops at Fairfield, to Maxwell Field, Montgomery, Ala. They will stop at Louisville, Nashville and Birmingham on the way.

Lieut. Edmund C. Langmeade returned to Langley Field on February 13, ferrying a DeHaviland plane. Lieut. Smith accompanied him in another DeHaviland.

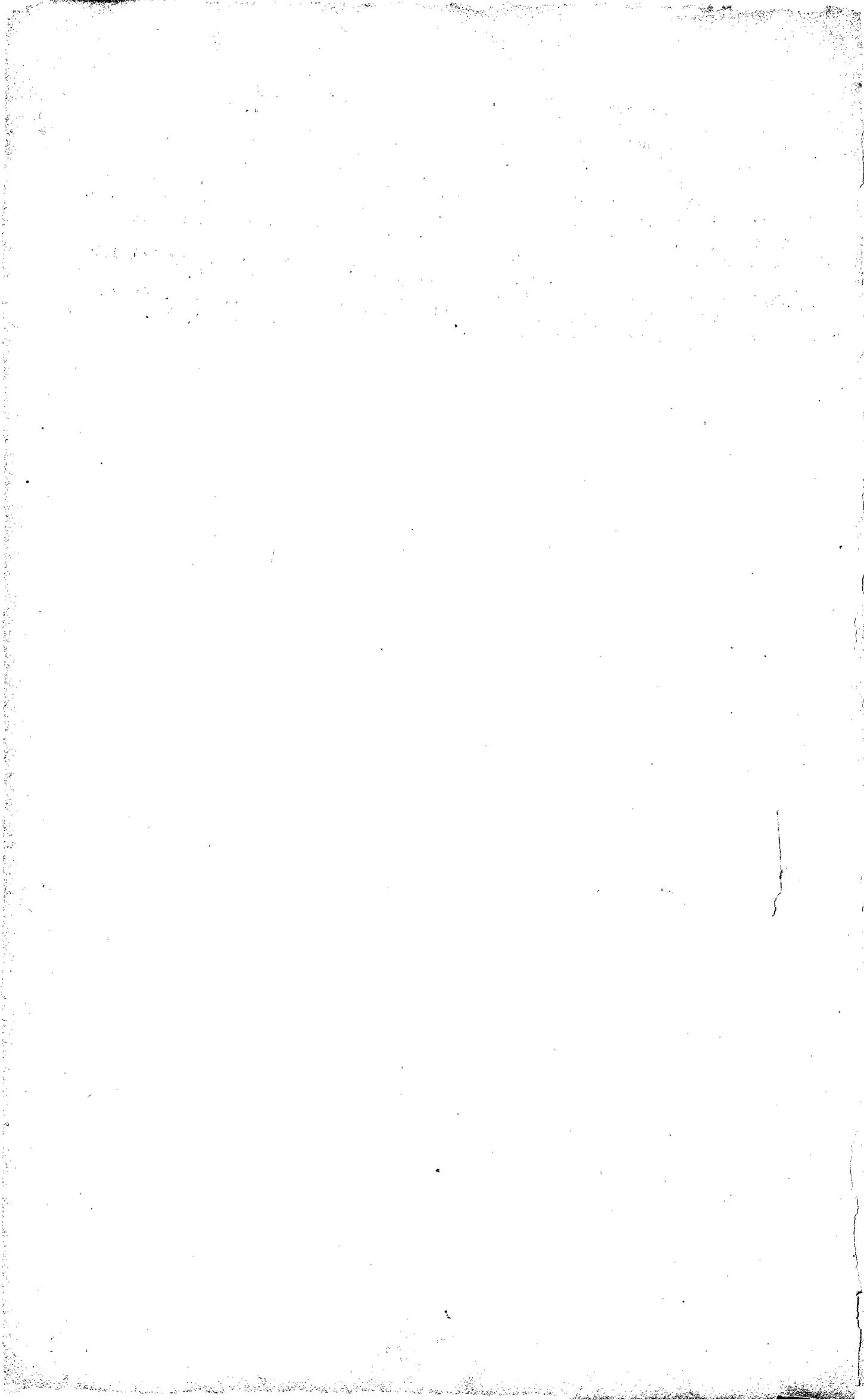
On February 14, Lieut. Lucas V. Beau returned to Bolling Field, ferrying a DeHaviland for the use of the flyers at that Station. Four officers from Bolling Field have been at the Fairfield Depot for several days waiting the unprecedented sleet and ice storm to break up. As soon as the rain and snow cease they will fly four DH's to Bolling Field. These officers are Lieut. Lester J. Maitland, who has achieved international fame as a pilot of racing planes, Lieut. C. W. Steinmetz, formerly of this Post and Lieuts. Smith and Wolfe.

Lieut. Clarence R. MacIver, who is a regular officer assigned as instructor to the 109th Observation Squadron at St. Paul, Minn., is now at Fairfield having arrived on February 18th. He will fly a DeHaviland plane back to St. Paul in a few days.

Word has been received that Lieut. E. P. Gaimes of Pope Field, Fayetteville, N.C., will soon arrive to take charge of the 7th Photo Section at Wilbur Wright Field, succeeding Lieut. Guy Kirksey who has been transferred to the Philippine Islands and who will sail on or about April 14 from San Francisco.

Lieut. C. E. Thomas, Supply Officer, left on February 15 for Bolling Field taking a DeHaviland plane with him.

On February 11, Lieut. H. H. Mills, accompanied by Mr. F. F. Fogle, made a cross country trip to Selfridge Field, returning on February 13.



Information Division  
Air Service

April 12, 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 April 15, 1924.

### WORLD FLIGHT STARTS ✓

The stupendous undertaking of the Army Air Service in sending an expedition of four airplanes on an aerial journey around the world is actually under way.

The following is the official report of Major Frederick L. Martin, commanding the around-the-world flying expedition, covering the flight from the starting point at Santa Monica, Calif., to Sand Point, Seattle, Wash.:

"At exactly 9:30 on the morning of March 17th World Cruisers Nos. 1, 2 and 3 departed from Clover Field, Santa Monica, California, for Mather Field, Sacramento, Calif. The flight was scheduled to leave at 7 a.m., but due to unfavorable weather conditions in the vicinity of the Tehachapi Mountains the start was delayed. When the flight arrived at the mountains they were still enshrouded in clouds. It had been previously arranged that if this condition prevailed I would signal Lieut. Smith to lead the flight through the mountain passes. This was done, as only one thoroughly familiar with the passes through the mountains could have successfully taken the flight over this range under these conditions. The flight landed at Mather Field at 2 p.m. on the same day.

A great number of people were present to greet us upon arrival at Sacramento, among them the Mayor of the city, who welcomed us to Sacramento. The Secretary of the Chamber of Commerce issued an invitation for dinner at 6:30 that evening. Transportation was sent to Mather Field at 5 p.m., giving us ample time to care for our planes, and we were the guests of the Chamber of Commerce that evening. They also furnished us with transportation to Mather Field the following morning from the Sacramento Hotel.

The flight left Mather Field at 9:50 a.m. and arrived at Eugene, Oregon, at 3:55 p.m. The sky for the entire duration of the flight from Sacramento was perfectly clear, but for the first 300 miles there was a very strong head wind. After being in the air one hour from Mather Field we had covered exactly 40 miles of our journey.

At Cottonwood, Calif., approximately 70 miles from Mather Field, No. 3, Lt. Wade's ship, was forced to land on account of an open pet cock which permitted a portion of the water from the radiator to escape. Three DeH's of the escort landed with him, Nos. 1 and 2, my own and Lt. Smith's ships, continuing. Lt. Wade arrived at Eugene at 5:32 p.m. His trouble was caused by the valve which connects the booster tank on the leading edge of the upper wing opening, due to the vibration of the engine, sufficient to cause the water to leak out. The booster tank has been installed in the leading edge of the center top wing and contains five gallons of water which will be used when additional water is needed in the radiator while in flight. In landing at Cottonwood Lt. Wade caught his tail skid in a small ditch, bending one of the steel tubing braces slightly. No material damage was done and he continued on to Eugene, where repairs were made that evening.

The flight was ready to leave Eugene at 9 a.m. on the morning of the 19th, but owing to inclement weather and difficulty in starting the engine on Nos. 1 and 2, the flight did not leave until 11 a.m. In using the starter on my ship this morning the spline broke, rendering the starter useless for the remainder of the trip to Seattle. The stop was made at Eugene on account of the flight from Mather Field to Portland with the strong head winds being excessively long and tiring on the pilots. A very hearty reception was given us by the populace of Eugene and dinner was given in our honor by the Chamber of Commerce, Rotary and Lion's Clubs.

We arrived at Vancouver Barracks, Wash., from Eugene, at 12:05 p.m., covering a distance of 110 miles. The air was very smooth, the terrain perfectly level, and a ceiling of 2300 feet. At Vancouver Barracks we were received by the Mayor of Portland, the Mayor of Vancouver, and Gen. Kuhn, Commander of Vancouver

V-5131, A.S.

Barracks. The flight was accompanied from Eugene by Lt. Kelly, who had flown to Eugene to make certain that the people of Portland and Vancouver would not be disappointed. The personnel of the flight attended a luncheon given by the Chamber of Commerce of Portland and returned to Vancouver Barracks, taking off for Seattle at 2:53 p.m. It was raining and the clouds were low. The flight proceeded down the Columbia River and up the Cowlitz River. The ceiling at Vancouver Barracks was about 1000 feet, this diminishing until it was only 500 feet, when I turned the flight and returned to Vancouver Barracks for the night. Upon our return to Vancouver Barracks it was learned that Lt. Nelson had left Clover Field at 5:30 that morning and arrived in Eugene, being in the air for 9 hours and 25 minutes, making a non-stop flight. Lt. Nelson was unable to leave Clover Field with the flight on Monday morning, March 17th, due to the fact that he was in San Diego swinging the compass on his ship and changing the engine. I was in telephone communication with Lt. Nelson on the morning of the 20th, but he was unable to join us prior to our departure from Vancouver Barracks on account of the fog at Eugene.

The flight left Vancouver Barracks at 10:12 a.m. on the morning of March 20 and arrived at Sand Point Field at 12:50 p.m. Upon leaving Vancouver Barracks there was a ceiling of 1600 feet. This was reduced to 1000 feet by the time we had reached Chehalis, where the clouds were touching the tops of the hills, but broken. At this point I led the flight above the clouds and flew by compass the remainder of the distance to Seattle. There were always holes in the clouds through which we could have glided to safety below. I took this course above the clouds rather than to continue below them, as we were forced at times to pass through patches of fog which might have obscured the tops of hills in our path. At Seattle we were met by the Lt. Governor of the State, President of the Chamber of Commerce and other city officials.

At all our stops we have been besieged by camera and newspaper men. All the newspapers on the Pacific Coast have given the flight greatest publicity with photographs and headlines on the front pages. We were again confronted with the same difficulties experienced at Los Angeles of having an enthusiastic populace demand every opportunity, and all our time, to show their appreciation of the fact that we have honored their city with this stop.

Today has been spent in thoroughly inspecting and cleaning the engines and planes. The next few days will permit us to install our pontoons and put a new engine in No. 3, Lt. Wade's ship. This engine, while functioning perfectly, has not given the maximum RPM's expected of it for the long flight ahead of us. The physical condition of the flight personnel is excellent and the morale of the highest.

We have received telegrams expressing good wishes, good luck and successful completion of the flight from a great many sources, among which is one telegram from the Royal Air Force signed by Group Captain Christie, Air Attache, and one from the Canadian Air Force, wishing us 'a speedy and successful completion of the greatest aviation venture', which was unsigned.

The flight intends to depart from Seattle as soon as weather conditions are favorable after March 29th, upon which date the Army Relief Demonstration is to be held at Sand Point Field. Every possible assistance has been offered by the Boeing Aircraft Corporation, the Chamber of Commerce, and by many individuals. Rickenbacher autos have been placed at our disposal while in Seattle. Greatest enthusiasm prevails here with reference to our flight."

**POWER FOR THE AROUND THE WORLD FLIGHT**  
By our McCook Field Correspondent

The World Cruise, which has been absorbing the interest of the Air Service generally, has its special significance for McCook Field, for aside from supplying its quota of lucky flyers, it has had its share in the engineering responsibilities for the flight, upon which element, of course, the success or failure of the project must, to an important extent, depend. Not the least of the undertakings attacked in that connection has been the preparation of a sufficient number of Liberty engines, so that at no point on the route the expedition will be held up for lack of power. For this purpose thirty-five Liberty 12 engines were selected from the seventy which had been previously rebuilt by the Rock Island Arsenal, using stub tooth gears, and which were stored at the Fairfield Air Intermediate Depot. Thereconditioning of these engines involved complete overhauling, remodeling and testing, to determine their fitness for the flight, each engine being required to develop at least 410 h.p. on the torque stand in order to be acceptable.

These engines were fitted with modified cylinders having reinforced heads, a practice which has proved practical in obviating water jacket leaks so prevalent with this type of engine. A successful method was worked out for giving the cylinders an initial distortion, so that they will be round after welding in the reinforcing place. Each engine is assembled with long studs for mounting the electric starting equipment. Ignition is furnished by a Delco system, using a standard distributor without booster attachment. Fuel is supplied by a single engine-driven gear pump, operating as the main system, supported by one wind-driven pump as an auxiliary and a hand wobble pump for emergency purposes. The engine-driven gear pump is favored principally because of its ability to pass dirt, grit and other foreign substances without impairing its operation.

Four of these engines were shipped to the Douglas Co., Santa Monica, Calif., for installation in the World-Cruiser airplanes and eighteen were shipped to Fairfield for distribution to various bases along the route. The others will be shipped in due time.

Thirty-one propellers, built by the Engineering Division, have to date been shipped, four to the Douglas Co., for installation on the four planes, and the remainder to Fairfield for shipping to bases in foreign countries. Thirteen of these were oak propellers to be used with the pontoon equipment. These propellers were the standard type, except for the fact that instead of the serrated terne plate tipping, solid brass, shoe-type tipping was used. The 18 propellers to be used with landing gear were of walnut. These had the terne plate scallops used on the standard propellers with the addition of five extra scallops, bringing the tipping up to  $10\frac{1}{2}$  inches of the hub.

Other special engineering features were also planned for the flight. Bright yellow dope is used on the surfaces of the upper wing and the tail to facilitate spotting the planes in case of forced landings. To further increase the reliability of the electrical equipment used, the controls of the 200-watt, wind-driven generators are housed in special boxes to protect the regulators and to afford greater ease of adjustment and inspection. In order to conform to the International code for auxiliary riding lights, some type of kerosene or acetylene lamps will be carried. This type of light will not only conserve the starter batteries that supply current for the electric riding lights, but will be useful in case it is necessary to keep the lights burning through the night.

Prior to the testing of the experimental model of the Douglas World-Cruiser airplane at Langley Field, extensive flight tests were carried on at McCook Field. In these tests a speed of 105.4 miles per hour at 1650 revolutions per minute was obtained. In the first climbing test an actual ceiling of 8,600 feet was reached with a gross weight of 7,260 lbs. at a climbing rate of 370 feet per minute, zero altitude. The service ceiling was attained at 7300 feet, the absolute ceiling being computed at 10,000 feet. On the second climb the actual ceiling was reached at 9200 feet at a climbing rate of 445 feet per minute zero altitude. The service ceiling of this flight was reached at 7750 feet, while the absolute ceiling was 10,500 feet. The gross weight of the airplane on this flight was 7216 lbs., including a useful load of 300 gallons of fuel, 30 gallons of oil, 200 pounds of baggage and a crew of two men, equal to 360 pounds.

As the result of the water tests at Langley Field, a number of changes were found desirable to incorporate in the four world cruiser airplanes constructed at the Douglas factory. These included a change in the fuselage covering at the side and bottom aft of the fire wall, to fabric with large overlaps at the lacing points to exclude water. The metal covering on top of the fuselage was retained. The engine mounting was strengthened by increasing the gauge of metal and extending bearers back to the fire wall and anchoring. The pontoons proved faulty, and new ones were designed and proved successful.

#### LARGEST KNOWN AIRPLANE TIRE. ✓

The largest known tire in the world, measuring 64 by 14 inches, is being designed at the Air Service Engineering Division, McCook Field, Dayton, C. The experimental casing is of the straight side type, and because of its size has necessitated the design of a special wheel upon which to fit it. The estimated weight of the tire and wheel assembly is about 300 pounds, and the normal load is approximately 20,000 pounds, with an inflation pressure of 75 pounds in the tire. The estimated breaking load of the wheel is 60,000 pounds. The largest American tire heretofore built was 54 by 12 inches and is at present used on the Barling Bomber.

## THE CENTRAL AMERICAN FLIGHT ✓

The Army pilots from France Field, Panama Canal Zone, who left that field on February 4th last on a flight to Central America, returned on February 26th after an exceptionally interesting and successful trip. The expedition was especially noteworthy when it is considered that this flight covered an area hitherto unknown from the air and that the landing fields were not all that could be desired.

The following officers and enlisted men made up the flight personnel: Major Raycroft Walsh, Capt. A.W. Smith, Lieuts. L.L. Beery, P. Wainer, L.W. Miller, F.P. Albrook, Sergeants L.R. Crevier and R. Roesser.

Lieut. Leery, Navigation Officer of the Flight, submitted the following official report from the navigation standpoint of the expedition:

All references to distances, landmarks, etc., in this report are based upon the Rand McNally standard map of Central America. Distances given are only approximately correct. No compass courses are given for the reason that most of the country flown over was very mountainous and it was found best on almost every leg of the flight to make detours around the highest ranges and peaks rather than to fly a compass course. A German contour map of Central America, prepared by Alfredo Vischer and copyrighted by Wilhelm C. Rubsam, Stuttgart, was found to be quite accurate and can be profitably studied in connection with the Rand-McNally map.

The first leg of the journey from France Field to David, Panama, via Chame Pass, is approximately 225 miles and is not difficult. Starting from France Field, the course is almost due south across Gatun Lake, keeping the right arm of the lake well to the right. Twenty-five minutes should bring an airplane to Chame Pass, which is really the end of the Veragua Mountain Range. Traverse the pass and turn sharply to the right along the main range of mountains to within 10 minutes of David. On a clear day it is possible to see a small but extremely flat-top mountain some 30 to 45 minutes before reaching David. This mountain is not marked on the map, but is easily recognized and makes a good landmark to fly by, as David lies just a little to the left and a few miles beyond same. The field is privately owned, with no mechanics or hangars, and is situated between the town and the ocean. It is approximately sea level and is good for all types of planes. The airline route down the Atlantic Coast is some 40 miles shorter than the Pacific Coast route, but the latter is better because on the Pacific side the country is fairly good for forced landings for at least half the distance, while on the Atlantic side there is not a possible landing field on the entire flight. Also, 3000 feet of altitude is all that is necessary on the Pacific course, while on the Atlantic course the Chiriqui Mountains, which must be crossed at the latter end of the flight, are 7000 to 8000 feet high, with isolated peaks much higher, and the entire range is cloud-capped almost every day in the year. Finally, the Atlantic course has twice the annual rainfall that the Pacific course has, and during the entire rainy season, which lasts eight months of the year, the Atlantic course is usually very wet.

From David to San Jose, Costa Rica, a distance of 160 miles, it is best to bear to the left or south of the airline course out over La Concepcion, slightly to the right or north of the Gulf of Dulce, and strike the coast line at Coronado Bay. Follow the coast line from here to the Purris River, then turn sharply to the right and follow up the valley to San Jose. If the weather is clear, leave the coast at Quipos Point. The valley is highly cultivated, and there are a large number of towns; so care should be taken to select the right one, which is situated a little distance from two huge and majestic volcanic peaks and well to the right hand side of the valley going up. The field is long and narrow, but lies with the valley and the wind always blows either up or down the valley. It is a sort of public playground just on the edge of the town, and is the first thing to be seen on approaching the town from the south and west. There are no hangars or mechanics on the field. Do not land on the golf course, which is just to the right of the field as you approach from the south, as it is very rough. The elevation is 2800 feet and a good landing can be made thereon by all types of planes. On some days, however, the air is quite rough. No chance to land on this flight except very near San Jose and very near David. It is approximately 300 miles from San Jose to France Field direct, and on the return flight the Martin Bomber made the trip in 3 hours and 30 minutes, but this route is not recommended for general use, as there is not a landing field in the entire 300 miles, and fair and bad weather are much more frequent over this route than by the way of David.

Flying from San Jose to Managua, Nicaragua, a distance of 215 miles, it is possible to get through a pass near San Ramon at an altitude of about 5500 feet and go up the inside or direct route, but the air is likely to be unusually rough in the pass, and there is much danger of rain or low clouds. The country is very bad all the way up to Lake Nicaragua; so as a general rule it is best to pick a course between the Tilaran Mountains and the Gulf of Nicoya up over Liberia to Salinas Bay, which route takes you over a little open country. From Salinas Bay bear over toward the shore of Lake Nicaragua, and from around Rivas on up to Jinotepe and Masaya will be found some good country, and so on up to Managua. There are two active volcanoes on Ometepe Island - the first ones seen on the trip - and another small but very active one - not shown on the map - on the course and about five minutes from Managua. The field is in the west edge of the town and is privately owned, having no mechanics and no hangars, and is entirely too small for anything but DH's and light training planes to use with safety. It is approximately sea level, but only 1100 feet in the clear, and the take-off is over the town. Even a DH with extra gas tanks, or otherwise heavily loaded, would have trouble. Pursuit planes and bombers should stay out. A new field should be located and established here or at Leon, which is a larger city than Managua, located in much better country and approximately half way between San Jose and Guatemala City.

From Managua to San Salvador, a distance of 225 miles, the course follows the line of least resistance between the mountains and the shore line, and over very good country as far as the Gulf of Fonseca. A 30-minute flight across the mouth of the Gulf brings one close into a low range of mountains along the Salvadoran shore line. After passing the end of this range, leave the coast line to the left passing over Usulután and Zaetcoluca, both of which are in fair country, but after leaving the latter place it is very rough, with high peaks to the right. From 5000 feet altitude at this point Lake Llopango can be sighted, and the landing field is located at the west end of this lake some seven miles from the city of San Salvador. The field, which is owned by the government, is fair for all types of planes now and is being still further enlarged and improved. It has four small hangars located on one corner, and a guard and a small force of mechanics (mostly Italians) are maintained there at all times. The altitude is about 2200 feet.

The shortest flight of the trip, 110 miles, from San Salvador to Guatemala City, Guatemala is in some respects the most difficult, as it is necessary to make 8500 feet altitude to clear safely the mountains near the end of the trip, and there are fewer natural landmarks. In cloudy or rainy weather it might be best to follow the shore line to Istapa and then follow the railroad into Guatemala, but it is almost twice as far. The weather being fine, however, the flight up and the return flight were both made direct. San Salvador is located at the base of a dead volcano, not shown on the map and, unless a pilot is in a very fast climbing plane, it will be necessary to pass around either to the right or the left. Going to the right is slightly nearer the course, but the left takes one over the city. After passing this obstacle, change the course slightly to the right or left, as the case may be, and continue on up the valley in the general direction taken by the railroad, passing between Santa Ana and Lake Coatepeque, which is marked on the map but not colored blue like all the other lakes. From this point can be seen a mountain peak or volcanic cone, which is not as large as some of its neighbors and not marked on the map, but which can be recognized easily because of its perfect proportions, looking somewhat like a huge chocolate cream. This peak is directly on the course and after passing over it steer just to the left of Lake Ayarza, which lies deep in the mountains and is hard to pick up from any distance without considerable altitude. After passing this lake continue on over the left shoulder of a high range of mountains, and Guatemala is below, lying white in the valley some five minutes away. Volcanoes Agua, Fuego and Acateño, situated a little to the left and beyond Guatemala, are the most imposing group of peaks sighted on the entire flight. On a clear day they can be seen at least two-thirds of the way to San Salvador; so that if the pilot gets their position relative to the city fixed in his mind, they are excellent landmarks to steer by either on a direct course or flying up the coast line. The field is located on the southern edge of the city near a race course. It is used by the government for a flying field, and a small force of mechanics are available, but their value is doubtful. It has an altitude of almost 5000 feet and is ample for all types of planes.

A flight was made on up towards the Mexican Border as far as Quezaltenango, and conditions going up the outside route between the coast line and the mountains were found to be about the same as the rest of the trip. Easy flying over fair country, but on the inside by the direct route the mountain ranges mount up to 10,000 and 11,000 feet with isolated peaks much higher, and the terrain looks very uninviting. Quezaltenango is located in a large valley or mountain basin at an altitude of 8000 feet with much flat and highly cultivated country adjacent. A good landing field could be established, but a landing is not advisable with the fields in their present condition.

The following is a time log of the trip for the Martin Bomber which, owing to the load carried and the excessive amount of climbing on many of the flights, averaged around only 75 miles per hour airspeed for the trip. The difference in time up and back is due principally to the fact that the wind was usually helping us on the trip up, and we bucked a strong headwind on a number of flights on the return journey.

From France Field on flight up - to David, 2 hours, 40 minutes; to San Jose, 2 hours, 40 minutes; to Managua, 2 hours, 45 minutes; to San Salvador, 2 hours, 45 minutes; to Guatemala, 2 hours. Return trip - from Guatemala to San Salvador, 2 hours; to Managua, 3 hours, 45 minutes; to San Jose, 3 hours, 45 minutes; to France Field, 3½ hours.

SQUADRON INSIGNIA   
By Lieut. D.G. Lingle, Air Service.

The subject of adopting designs as insignia to be used by Air Service organizations has been one of long discussion. There has been a tendency to use a design of a fantastic nature or an elaborate picture significant of a particular incident in connection with the organization or pertaining to the locality where the organization had been stationed. The principal purpose of insignia is its use as a distinctive and permanent marking of aircraft. They should be so designed as to be distinguishable while aircraft are in flight; they should be of real value to the service; they should be simple and possess some historical significance; they should always be dignified and in good taste, and so designed as to tell a picture story of the organization.

During the World War a great variety of designs were used by Air Service units. Many were original, some were based upon historical incidents, some were of a comical nature and others were taken from cartoons appearing in daily papers or magazines. These designs, irrespective of their origin, went with the pilots in pursuit of enemy planes on bombardment or observation missions during the war. They became standards under which they fought and have become sacred to those who in any way were connected with the organizations. Many of these organizations are still in existence and the history of those demobilized and not provided for in existing tables of organization is being perpetuated with that of a corresponding unit. These old and established insignia are being retained so far as existing regulations will permit. There are a few iron-clad rules of heraldry and established laws that cannot be overlooked. For example, the National flag and the American eagle are emblems of the nation and will not be used in designs of squadrons' insignia. The original thirteen stars and stripes are parts of our flag and will not be used for airplane insignia.

Air Service squadrons, airship and balloon companies and sections which are provided with aircraft by approved equipment tables should have approved insignia clearly painted on their aircraft. For those units which have not been provided with insignia, designs should be made up and submitted for approval. When such designs are being drawn up, the following should always be borne in mind. They should be dignified, in good taste - fantastic designs are characteristic and funny but have no permanent value -; they should be distinguishable in the air; they should tell a picture story significant to the organization. Numerals, the letters "U.S.", Air Service insignia (wings and propeller), aeronautical rating badges, the United States flag or parts of it, the United States coat-of-arms or parts of it, complete coat-of-arms of any State, outlines of geographical maps, foreign decorations (such as the Croix de Guerre and the Fourragere), campaign ribbons should not be used in the make-up of a design. Mottoes and inscriptions are not to be used. These are reserved for use in making up coats-of-arms for groups. List of squadron insignia, with date of approval and a short description thereof, is given herein for general information. Descriptions of insignia as ap-

proved by the War Department will be published from time to time.

<u>Name</u>	<u>Date of Approval</u>	<u>Description</u>
3rd Photo Section	March 13, 1924	A flying stork holding in its beak an aerial mapping camera, white outlined in black - against an orange oblong background
3rd Pursuit Sqdn.	Feb. 14, 1924	On a blue triangle point down a fanciful creature with the head of a parrot, the winged trunk of a lion and the tail of a sea serpent. Black head and trunk, red and white eye, orange bill, red tongue, white wing and orange tail.
8th Attack Sqdn.	Feb. 14, 1924	Eagle with wings extended, holding in its talons the Liberty Bell.
11th Bomb. Sqdn.	March 1, 1924	Mr. Jiggs with an aerial bomb under his arm, on a white disc.
12th Obs. Sqdn.	Feb. 14, 1924	On an Orange disc, a flying hawk in a dark color holding in its claws a black projectile.
13th Attack Sqdn.	Feb. 14, 1924	Against a dark blue field a white skeleton mowing with a yellow scythe with a reddened blade.
17th Pursuit Sqdn.	March 1, 1924	A great snow owl white on black background
22nd Obs. Sqdn.	March 1, 1924	The shooting stars. A blue disc with one large and 21 small white stars, the large star in the center with a red to yellow tail.
24th Pursuit Sqdn.	Feb. 15, 1924	A leaping tiger in proper colors.
25th Bomb. Sqdn.	Feb. 15, 1924	A hoodwinked executioner swinging a large axe with a notched blade, the number of notches indicating the number of enemy aircraft accredited to any individual pilot (while with the British Air Force). The insignia is in three colors, red, black and white. The executioner is placed on a white background. He has a black suit, red belt and a black mask. The axe blade is white with four notches in the blade. A red stream of blood is shown dropping from the axe, the handle is red.
26th Attack Sqdn.	Feb. 15, 1924	On a shield parted per bond blue and orange, a clenched hand coupé at the wrist counterchanged.
27th Pursuit Sqdn.	March 1, 1924	A falcon about to strike - against a red disc.
28th Bomb. Sqdn.	Feb. 14, 1924	A Mohawk Indian head in profile with a scalp lock, a single feather and wampum necklace, above the head a blue diamond.
49th Bomb. Sqdn.	March 1, 1924	A wolf's head, against an orange disc edged with gray.
50th Obs. Sqdn.	Feb. 15, 1924	A square parted diagonally from upper right to lower left corners - red above and blue below.
56th Service Sqdn.	March 13, 1924	A hawk with broken wing perched, against a white background within a blue ring.
59th Service Sqdn.	Feb. 23, 1924	A brown beaver couchant, upon a yellow diamond.
60th Service Sqdn.	March 8, 1924	On a black shield piped with yellow a gree band similarly piped. In the center of the shield a disc wheel, gray tire, black rim and disc center of yellow and blue parted horizontally to form a tah gook, the curves being circles of half the radius of the disc, in the center a white and blue hub cap counterchanged.

72nd Bomb. Sqdn.	Feb. 12, 1924	Two bolts of lightning appearing from behind a thundercloud, the bolts forming more or less vaguely the figures "7" and "2", the lower end of the second bolt disappearing behind the second cloud. Black disc edged with white, white to gray clouds, white bolts.
88th Obs. Sqdn.	Feb. 2, 1924	A rough rider in black in silhouette on an orange disc.
90th Attack Sqdn.	Feb. 14, 1924	A pair of red dice with white spots, edges showing a "natural" (2-5).
91st Obs. Sqdn.	Feb. 12, 1924	A mounted knight in armor chasing a devil. Gray armor, green shield with black patriarchal cross piped with white, yellow plume, brown spear, black horse, red devil with brown fork.
95th Pursuit Sqdn.	March 1, 1924	The kicking mule - brown on a light blue oval background.
96th Bomb. Sqdn.	March 1, 1924	A red devil with a white aerial bomb - against a black triangle, with white edges.
99th Obs. Sqdn.	March 1, 1924	The Buffalo - red lined with blue.

#### 44th OBSERVATION SQUADRON (RESERVE) ENJOYS AVIATION LECTURE.

By Walter S.G. Nelson.

The members of the 440th Observation Squadron, Air Service (Reserve) were the invited guests of the Kiwanis Club of San Jose, Calif., recently at their regular weekly luncheons. The principal speaker was Col. W.E. Gillmore, Air Officer of the 9th Corps Area, who emphasized the necessity of the local men getting behind the home town squadron. In the course of his talk he gave a broad idea to the layman as to the different types of aircraft - what the scout is and its duty, the difference between the pursuit and the bombing plane, and the type of ship being used for training pilots.

He mentioned the wonderful work accomplished at the government testing field, and stated that Congress had made better provision for this field than any other part of the government air program, the results achieved amply justifying the outlay. Among the tests that have been made he mentioned one of a man who claimed to have a very superior type of parachute which he would like to have tested. After much pestering he was sent to the field and told that he would have to make the jump himself and that he would have to wear the regulation army chute. He objected to this as every one who had seen his device told him that it could not fail to open (it was supposed to be opened with springs). Finally, he condescended to wear an army chute in order to get his tested. He was taken up about 8,000 feet and then he jumped. At 5,000 feet his springs had failed to work, so he had to fall back on the army chute and came down safely. Col. Gillmore stated that the man and his parachute were never heard of again.

The lecture was closed by showing three reels of moving pictures demonstrating various types of present day ships, parachute jumps, and the making of the altitude record of 40,800 feet, when a temperature of 58 deg. below prevailed. The making of a smoke screen, developed by the Chemical Warfare Service, was shown. This screen cannot be compared with anything but a drop curtain, as it drops down from the altitude it leaves the ship to the water, and as long as the operator continues to drop the chemical. It appears to be but a few feet thick from top to bottom and for its entire length. The third reel showed the old Wright ships making an altitude of 371 feet and an endurance record of less than two minutes, in comparison with present day records and ships. The whole lecture proved very interesting and instructive to all of the fellows and they expressed their appreciation for the opportunity of being present.

After the lecture Col. Sykes announced that he had tickets for us as the guests of the 316th Squadron of Oakland that evening to a Military Ball at the Civic Auditorium, so a party of us and the ladies journeyed up to the Bay City to spend the evening. The Ball was well attended by the various reserve outfits around the bay, the officers and men from the Presidio of San Francisco and former service men. It proved to be a military ball throughout and plainly showed that the 316th knew how. Then in the wee small hours we made the journey back home, feeling that we surely had our share of luck for one day.

## A FLIGHT THROUGH THE CHUCUNAQUE AND BAYANO VALLEYS

By 1st Lieut. Edward L. Fernsten, A.S.

Much has been said and written regarding the possibilities of aerial exploration and to these arguments may be added the successful survey of the interiors of the southern portion of the Republic of Panama, over a region which has never yet been traversed by white people and on which scarcely any information is available regarding the inhabitants. Needless to say, the maps of this territory are very incomplete and, in many instances, erroneous to a marked degree.

The purpose of this flight was to make reconnaissance of the territory to be covered by the University of Rochester, N.Y. expedition under the leadership of Prof. Fairchild and Mr. R.C. Marsh. The aim of the expedition is two-fold, - to cruise through the Chucunaque Valley to determine the suitability of this territory for extensive rubber plantings and also to determine definitely the existence of blonde Indians (not Albinos) up at the watershed of the Chucunaque and Bayano Rivers. Both of these aims are of especial interest at the present time, as American capital desires to develop the rubber market for home consumption, and the journalistic explorations to the San Blas and Darien Indians by feature writers who pass through the Isthmus, looking for an unknown blonde tribe of Indians, of whom there have been rumors, among an almost unknown race of aborigines. Such a discovery would be a challenge to every anthropologist and ethnologist in existence to provide a theory for their presence there.

Mr. Marsh has been up the Bayano and Chucunaque Rivers before, but not all the way. Few white people have, and of these only a couple of rubber hunters, traveling light, have done any extensive scouting away from the main rivers. Maps of this country differ, and there are corrections to be made on all of them.

As the best and only way available to get a line on the country to be explored before pushing an expedition through was by airplane, France Field furnished two planes, one piloted by Lieut. Roland Birnn with Mr. Marsh as observer, the other piloted by Lieut. James F. Curry with Staff Sgt. Dawkins as photographer. Both planes were DeHavillands, with 110-gallon gas tanks, carrying in addition emergency equipment consisting of emergency rations, matches, a machete, water canteens and first aid kit. All of this emergency equipment was for the use of any survivors of a forced landing in the forests and jungles of the interior. The report of Lieut. Birnn follows:

"Flew to Balboa to service the plane to its limit of capacity. With 110 gallons of gas I figured to have a good five hours' cruising radius at ordinary speed. Took off at 10 a.m., January 29th, heading directly for Jesus Maria on the Chepo. Visibility throughout the flight very good, with scattered clouds at 3500 feet. Flew at 2000 feet most of the way.

There is no sharp demarcation in width as shown on most maps of the Rio Chepo at Jesus Maria. The shoals and rapids start about five miles above this point. Up as far as any stream is visible, after the Chepo becomes the Bayano, it is possible to tell direction of flow, to determine which river or tributary one is flying over.

At each point of interest, as indicated by Mr. Marsh, the accompanying plane flew low and snapped a photo. Above Cativo there were only three other inhabited places on the main river visible from the air, two three-hut settlements and a single hut. They were occupied, as evidenced by canoes in the water nearby and clothes drying near them. One settlement had only the well worn paths from the huts to the river edge to indicate recent use. At Cativo the inhabitants, probably Indians from their bright red garments, swarmed out to wave to us, at the other places above this point no one appeared.

It soon became impossible to follow the river through the thick forests, but every mile or so we picked it up for a short stretch. In the length of the Rio Bayano there were only three places to set a plane down in the case of a forced landing, where the river bed broadened and floods had swept the lowlands clear of trees. Planes landing there would be demolished completely but perhaps without serious injury to their occupants, who would then be stranded at least on a definite place in the jungle and on a stream flowing down eventually to civilization. There are two dried ponds up near the watershed of the rivers. They are 100 yards in diameter but surrounded by high trees.

At the watershed of the two main rivers there is no high ridge, as indicated on the maps. The watershed is a rolling elevation about 400 feet above sea level. The maps indicate a Rio Sabalo or Quiquinabuti and a Rio Canaza as tri-

utaries to the Bayano, Most probably there is an error here. There is one large river in that vicinity that flows at right angles to these tributaries, as they mapped out, and apparently empties into the Rio Savannah.

We picked up the Rio Artigarti with a view to sighting the village Sucubti on still another lower tributary to the Chucunaque. (An indication of the shyness of the Indians of this region is the fact that all known settlements are on tributaries, and while the Chucunaque below Artigarti is a fine open stream, from the air, there are no habitations visible upon its entire length.) We lost the Artigarti through the trees and next picked up the Chucunaque, following it down through almost its entire length to within sight of the trading station of Yaviza. While it twists through the country it is not as torturous in route as indicated on the map, although its navigable channel to canoes may be, as deeper water would be found on the outside of all twists and turns where there are no snags to be caught in the eddies, thus making for a more winding channel.

In the case of a forced landing along the Chucunaque it might be possible to glide a plane down between the trees that line the river, wrecking up in the river itself.

The whole flight from Balboa and return was 3 hours and 45 minutes, flying at 1325 r.p.m.

The two valleys, the Bayano and the Chucunaque are rolling valleys about fifteen miles wide. From the air higher rises of land, not necessarily high ridges, are indicated by the presence of huge white mahogany trees. These show up well from the air, there being none of these trees along the river bed or even near any low marshy country.

Due to their contour the floors of these two valleys must have evenly distributed irrigation, which I believe is important in rubber agriculture.

Upon landing, Mr. Marsh expressed himself as exceedingly well pleased with this reconnaissance, stating that he saw a great deal of what he was looking for without losing himself in a mass of detail as he would be apt to in a preliminary survey on the ground itself.

There are two further comments on the trip. The ever present clouds prevent a reconnaissance for river locations being made at any great altitude. A two-hundred-mile-an-hour plane would be of great value here, to be used to locate oneself with respect to prominent landmarks. A slower plane could then make a follow up, taking in all the details of the country. Further reconnaissance flights to this region should be made either up the Rio Savannah or down the Caribbean (San Blas) Coast to Caledonia Bay, flying over the divide into the water shed of the two rivers, over the several Indian villages of Morti, Sucubti and other unnamed places. Flying in a comparatively slow plane for so great a length of time without picking up any prominent landmarks is apt to result in confusion in placing ones position positively at any instant, especially where a crooked course is flown when following a river below. From Caledonia Bay would only be a two-minute "hop" to these villages and other important points, and in this short time one could not easily go astray in determining definitely upon the map any object seen below.

#### A RECORD PARACHUTE JUMP ✓

Corporal C.E. Conrad established what is believed to be a record for altitude jumping from a service type ship not equipped with a supercharger, when on February 27th last at Kelly Field, Texas, he reached terra firma safely after floating through the air for a distance of 21,500 feet.

Lieut. L.S. Andrews, piloting a service type DH4B airplane, took off at 10:35 a.m. with the object of reaching the highest altitude possible for a parachute jump. Although many persons at Kelly Field watched the ship take off, none could follow it when it reached the higher altitude, and the first indication the watchers knew that Conrad had jumped was when they saw the little patch of white which indicated that the chute had opened. In one hour and five minutes Lieut. Andrews reached an altitude of 21,500 feet. At this juncture the motor began missing, due to the fact that the spark plugs had become fouled. It is believed that at least 1000 feet more could have been reached had motor trouble not been encountered. Anxious moments were spent by the pilot and jumper when, due to the extreme cold, it was necessary for Lieut. Andrews to place Conrad's numbed hand on the ripcord ring. At 11:45 a.m. Conrad slipped off into space, and 15 minutes later landed in the back yard in the 1100 block of South Brazos Street, San Antonio, conscious of having grasped a parachute record and both hands full of mud.

He was slightly bruised about the face and narrowly missed a house, but aside from this and the mud, he experienced but few hardships.

### FLYING TIME BY RESERVE OFFICERS

The following table shows the flying time of Reserve officers at various flying fields for the months of January and February, 1924. It will be noted that Clover Field, Santa Monica, Calif., heads the list in January by a considerable margin, while Salt Lake City Airdrome heads the February list. Spaces left blank indicate stations not yet reporting.

Fields	January		February	
	Hours	Minutes	Hours	Minutes
Bolling Field, Anacostia, D.C.	0	0	0	0
Bliss, Fort, El Paso, Texas.			0	0
Chanute Field, Rantoul, Ill.	1	0	2	10
Crissy Field, San Francisco, Calif.	74	25		
Hawaiian Territory	0	0	1	30
Kelly Field, San Antonio, Texas	7	0	0	0
Langley Field, Hampton, Va.			0	0
Logan Field, Baltimore, Md.	4	12		
Marshall Field, Fort Riley, Kans.	0	0	0	0
Mather Field, Sacramento, Calif.	0	0	0	0
Maxwell Field, Montgomery, Ala.	0	0	0	0
Mitchel Field, Long Island, N.Y.	18	50	15	50
Panama Department	0	0	0	0
Philippine Department	-	30		
Phillips Field, Aberdeen, Md.	42	54	5	37
Pope Field, Fort Bragg, N.C.	3	10	0	0
Pest Field, Fort Sill, Okla.	0	0	18	5
Rockwell Field, Coronado, Calif.	24	25	16	15
Ross Field, Arcadia, Calif.	0	0	0	0
Scott Field, Ill.	0	0	0	0
Selfridge Field, Mt. Clemens, Mich.	3	5		
Sheridan, Fort, Ill.	0	0	0	0
Wilbur Wright Field, Dayton, O.	0	0	0	0
<u>Airdromes</u>				
Boston Airport, Boston, Mass.	7	25	0	45
Bowman Field, Louisville, Ky.	0	0	0	0
Clover Field, Santa Monica, Calif.	174	36		
Grisard Field, Cincinnati, O.	6	11	7	20
Norton Field, Columbus, Ohio.	15	20	18	30
Pittsburg Airdrome, Pa.				
Portland, Vancouver Bks., Wash.				
Richards Field, Kansas City, Mo.	9	20	9	10
Salt Lake City Airdrome, Utah.	25		25	20
Schoen Field, Ft. Benj. Harrison, Ind.	32		21	5
Seattle, Sand Point, Wash.				
<b>Total</b>	<b>449</b>	<b>53</b>	<b>141</b>	<b>37</b>

### WORLD FLYERS ASSIST ARMY RELIEF ✓

Prior to their departure on the first leg of their around-the-world journey, Major F.L. Martin and Lieut. Lowell H. Smith, accompanied by Sgts. Harvey and Turner, flew to Rockwell Field from Santa Monica in the World Cruisers Nos. 1 and 2. These two cruisers were on exhibition at Rockwell Field on March 9th, and many San Diegans as well as others from adjacent towns visited the field during the day. An admission fee of 25 cents was charged and the proceeds given to the Army Relief. Major Martin remained at Rockwell until the 12th to enable him to become a member of the local Scouts, a Masonic order comprised of San Diego's leading business and professional men, returning to Santa Monica after having his engine changed and compass calibrated.

## GENERAL MITCHELL INSPECTS KINDLEY FIELD

By our Correspondent

With the arrival of General Wm. Mitchell, Assistant Chief of Air Service, in the Philippine Department, things began to pick up pronto. In addition to meeting the transport in the straits with two Loening Yachts, five seaplanes from Kindley Field met the transport early in the morning and escorted it to Manila. Later land planes from Clark Field and Camp Nichols met the transport and the General and Mrs. Mitchell witnessed some very daring flying, especially by the Pursuit Squadron.

A reception by the Air Service for General and Mrs. Mitchell was held at the Army and Navy Club, and Kindley Field turned out 100 percent.

The General, accompanied by Mrs. Mitchell, arrived at the field for the purpose of making his inspection by seaplane. One HS2L seaplane, piloted by Capt. Burge and one Loening Air Yacht, piloted by Lieut. Owan, left Kindley Field at seven o'clock for Paranaque Beach to pick up General Mitchell's party. The General and Mrs. Mitchell rode back in the old reliable H Boat. Much to our surprise he rode in the observer's seat in the nose of the plane and Mrs. Mitchell sat in the assistant pilot's seat. Capt. Burge, Commanding Officer of Kindley Field, flew the General and Mrs. Mitchell to and from Kindley Field and felt rather elated over the honor. Mrs. Mitchell seemed to enjoy the ride very much. Major Reinburg, Air Officer, and Lieut. Aldrin, aide to General Mitchell, returned in the Yacht.

General Mitchell spent the greater part of the day inspecting the field and equipment and expressed himself as highly pleased with the condition of planes and equipment. He stated later at a conference in which General Craig, Coast Defense Commander; Major Reinburg, Air Officer; Col. Dengler, Dept. Inspector, and all officers of this field were present, that the conditions at this field were better than he had found them at any other field in the Islands. He stated that the condition of our planes and equipment was the best that he had ever seen. He was very much impressed with the Aero Supply Building. He stated that this was the best Supply Building he had seen in the Islands and one of the best in the Air Service. We are proud of this department; it has taken six months of hard work rearranging the supplies, but it has been well worth it, as the field has come in for a great deal of commendation on the condition of our supplies. He was also very much impressed with our transportation, which is second to none in the Islands. This was all very encouraging to all concerned, and especially to the enlisted personnel who have done very hard work during the past six months in straightening up the Field. They also worked through the Xmas Holidays in order to be prepared for General Mitchell's inspection.

General Mitchell also inspected our field for land planes and stated it could be made into an emergency field with proper grading and expenditure of money. However, it is not believed this field could be made into a flying field that would be of military value, that is, for a full military load for use in large planes. In its present condition it is impossible, and landing in same would result in wrecking planes and possibly injuring the occupants.

After lunch at Captain Burge's quarters, the General's party returned to Manila and expressed themselves as very much pleased with the trip.

General Mitchell departed for India to inspect Air Service units. He expects to return here in time to return to the States on the March transport.

## KELLY FIELD OPERATIONS OFFICE A BUSY PLACE

By our Correspondent

Come right in. Major Burwell? No, sir, he is out in the land of oranges and bathing beauties. Cross-country since the first of the month. Be around the fifteenth. Major Duty or Lieut. Bartlett can give you such information as you may desire, however. Oh, yes, we have quite an office here. Well arranged, too. That desk belongs to Major Burwell, Wing Operations Officer, Wing Engineering Officer, Wing Information Officer and Airways Control Officer. That one belongs to the Flight Surgeon - medical officer and on the job all the time. That ambulance and fire truck you saw outside are under his supervision and on the job at all times any flying is going on. The next desk belongs to Lieut. Schneider, who is Airways Radio Officer and Engineering Officer, 1st Wing.

This office over here is the one Capt. Bubb occupied while he was Asst. Wing Operations Officer and Airways Control Officer. He has been relieved and Lieut. Bartlett now holds this place down. Lieut. Bartlett came here from the Islands.

You will probably remember him as Officer in Charge of Flying at this field during the late war. Capt. Bubb returned to the School Group and is now on a flight to Fort Leavenworth, Kans. in connection with school work. Major Duty occupies this chair over here. His duties are hard to enumerate. At present he is charting all landing fields in the State and along the Airways to St. Louis in particular; he is also busy handling the preliminary details of the balloon races to be held at this field in April. During the absence of Major Burwell he is Acting Wing Operations Officer.

This office contains the telegraph. An operator is on duty at all hours. The large room here is the map room. Warrant Officer Howry has one of the most complete map rooms in the country. You can see yourself how well it is equipped.

Step easy now, for if we make any disturbance one of these Signal Corps men will tell us about it. This room contains all of the instruments for the control of the weather. The personnel gives us a complete report on all weather at the different stations throughout the country. That large weather map you saw posted in the map room is kept up to date by this crew. The tower on the roof is where these boys play with the balloons and watch them through the telescope. This garage adjoining the building on this side houses the Mack Lighting Truck. In case of landings to be made after dark or in case of night flying that truck is on the line waiting and giving service.

Those two rooms over there are occupied by clerks and records. Yes, sir, if you keep records you must keep clerks. Information is what these boys have and put out. There goes the phone. See that sign "Answer phone quickly" - that's our motto. "Wing Operations, Sgt. Garner. Yes, mam, Capt. McDaniel is O.K. at Chanute Field." "Yes, mam, Lieut. Dunton is with him. Good bye". - "Wing Operations, Pvt. Blood, Sir." "Just a minute, Sir. Just received a radio from Lt. Canfield - here it is, Sir. - 'Snowed and frozen in at Muskogee. Will return as soon as practicable.'" "Yes, Sir, here is the last word from Lt. Woodruff - 'Forced down 40 miles south of Kansas City, broken connecting rod. I have five men with me all broke.' That's all, Sir." Listen, there it goes again. "Wing Operations, Pvt. Wright, Sir. Lieut. DeFord left Dallas at eight a.m. for Muskogee. That's the last we had on him, Sir." That phone is going all day and half the night like that. We never sleep. That phone won't let us. That gong on there reminds us of duty. Yes, we like the work. Quite interesting. Always glad to have visitors. Come back any time.

HANK IS REMINDED THAT SPRING HAS "CAME".

Dear Old Hank:

Well, spring is here Hank, 'cause I seen some of the bunch washing their hands above the elbows already, and the high water mark on their backs is disappearing, too.

Helen Brown and Gladys Caywood want to thank you for them roller skates Hank, and they are learning fast. Helen asked her daddy if skating required any particular application, and he told her: "Nope, arnica or horse liniment, one's good as the other".

We are thinking very seriously, Hank, of sending Menk to a School of Voice Culture, and it is our earnest desire and belief that all he needs now to make him perfect is a course in electrocution, just to finish him off like, you know.

Hank, it is getting so you don't know who is the law any more. Capt. Crom stopped off in a small hick town and was just taking off when he noticed a constable giving him the once over. "What's the speed limit here?" the Captain asked, thinking it wise to find out. "Never yew mind, young feller," replied the law, "Jest yew try t' get out of this town without bein' arrested. Hold him, Sheriff.

Someone got away with a calf on old man Neuman and the poor mother cow kept a bellowing all night for the little shaver. So our dirt farmer gave notice that his cow was worrying herself sick over the loss of the calf and entreated its return. The party or parties, apparently touched by the grief of the cow, decided on a reunion of the unhappy family. That night they came and took the cow. Rare judgment, eh Hank?

Heard from Powers, Hank, and I hear he is an undertaker. You know he told us he was to be a physician when he got out, but what he meant, I guess, was that he would follow the medical profession. Slow music, eh Hank?

Yes, Hank, Dorcy is still with us. He was trying to tell us the other day that: "D-d-dy' know, I believe I have found out what makes me s-s-sst-stuttah."

"How come?" says we, and he says: "I've been watching myself very ca-ca-carefully and I've disc-co-co-covered that I never st-st-stutttha except when I t-t-try to t-t-t-talk". Hold him, Sheriff.

We was all watching the movie called "Robin Hood" one night and you know when the heroine gives her John a black case with a note in it, well, Schloatman says to Hayes: "Is that a flashlight she's giving him?" "No, don't show your ignorance, recruit, they didn't have flashlights in those days, that's a Thermos bottle". And then we gave them the bums rush, Hank.

Well, Hank, a preacher of the gospel and Lieut. Strickland had a meeting the other evening. It seems that the Lieutenant just missed the sky pilots coat tails with his "Rolls-Rough" and the "Gentleman of the Cloth" turned on him saying: "Why don't you look where you are going?" and Strick back: "Why don't you put your collars on so that I will know whether you are coming or going?"

You know, Hank, I was battling the breeze with Lieut. FitzGerald and I says to him: "Lieut., just what do you think of the radio?" and he says: "Well, we got the telephone, phonograph and the radio, and if improvements on modern inventions don't stop we'll all have cauliflower ears in the near future." And that's that.

We was kidding Wharton about leasing his bald knob for a roller-skating rink for flies this summer, and he remarked: "That's all right, you never heard of grass growing on a busy street, did you?" and Pierce replied: "No, and you never heard of it coming through concrete either, did you?" and the the fun began, Hank.

Next to learning a woman how to ride a bicycle, learning them to bake their first buns is indeed interesting, so Lieut. Gillispie got the job and he proceeded to unfold to her the mysteries of making buns which covered the 96th A of W, and just before this mixture was placed in a baking pan, the young bride run out of lard and the Lieut., not to be outdone, handed her a can of cup grease and smilingly remarked: "This is used in the best homes of Kelly Field and has always proven a success when making bombs,-- I mean buns". Same old Scofflaw, eh Hank?

Well Hank, I avoided what might be called another boxer outbreak the other night when Shorty Danie walked in to the Chink Restaurant and says to the Chink: "Do you serve shrimps here?" and One Lung says to him: "Sure, sit down". Yes, Hank, the ten commendments were broken on one Mongolian that night.

Well Hank, I got a ticket for a badger fight, and as I don't want to miss this blood sweating encounter between these two ferocious animals, will close,

As ever, Shylock.

P.S. No Hank, "The Hunchback of Notre Dame" will not play on the Army football team this year.

Notes from Air Service Fields

Kelly Field, San Antonio, Texas, Feb. 27.

Cross-country flights made by personnel of this field during the past week were as follows:

Capt. Wilson, Lieuts. Canfield, Gates and Chapman to Houston, Texas, and return.

Major Duty and Lieut. Spry to Fort Sill, Okla. and Sgt. Huguet to Houston, Texas.

Capt. Houghland, with Cpl. Hall to Laredo, Texas, and return.

Second Lt. Gross, with Lt. Taylor, 23rd Inf. to Galveston and return.

Lieut. J. E. Duke, Jr., with Capt. R.C. Scott, O.R.C. of Field Artillery, to Houston, Texas.

Lieut. O'Conner to Dryden, Texas, and return and Lieut. Andrews to Houston, Texas.

TENTH SCHOOL GROUP

FORTIETH SCHOOL SQUADRON: Flying in this organization for the past week consisted of test, cross-country and practice flights.

The basket ball team journeyed to San Marcos and met defeat at the hands of the Lobos of the San Marcos Normal to the tune of 23 to 17. The defeat was avenged however, by the trouncing of the Brooks Field Cadets, 26 to 19. The 43rd Squadron forfeited to the 40th in the Post League on the 19th.

Spring work outs for baseball is now in full swing and there were 19 men out for positions on the team.

FORTY-FIRST SCHOOL SQUADRON: Lt. Earl H. DeFord, Squadron Commander, flew a Sperry Messenger to Houston, Texas, Saturday, February 16th, where he took part in the aerial Carnival held at Ellington Field by the 36th Division assisted by a number of pilots from this field. Lt. DeFord returned to this station Feb. 18th as pilot of a Martin Bomber.

The aircraft of this organization were in constant use during flying hours throughout this week, with the exception of Monday when inclement weather prevented operation. Two planes have been furnished every day for use of instructors who are putting students thru the mill, and two planes have been kept on the line for the use of other officers of the Group who are assigned from time to time to this organization for a flight. Several test flights were made in craft that had been recently repaired.

The first two of the Gunnery Airplanes to be assigned to this organization were received. Under the present policy of the School Group, this organization is to have ten DH4B airplanes equipped for gunnery training assigned in the near future, together with ten DH4B's equipped for dual instruction and solo.

FORTY-SECOND SCHOOL SQUADRON: Flying this week totaled 69 hours and 30 minutes, most of which was done by student officers and cadets, who have nearly completed their solo work. Due to an unusual amount of inclement weather the ships remained in the hangars a large part of the week.

The squadron participated in the regular drill and parade on Thursday and on Saturday the squadron area and quarters were inspected by the Post and Group Commanders.

SIXTY-EIGHTH SERVICE SQUADRON: Seven Liberty engines and one Lawrence L-4 were overhauled at the Motor Overhaul. One Liberty was tested and assigned to the 40th Squadron and two Liberty engines are being tested.

TWENTY-SECOND PHOTO SECTION: Plans for the construction of a new photographic laboratory are nearing completion and bids will be advertised for the construction sometime during the coming week. We are hoping that actual construction will take place within a month.

The Organization Commander and three men are leaving for Ellington Field, Houston, Texas, to obtain material to be used in the construction of this laboratory, and at the same time, weather permitting, verticals and obliques will be

taken of Fort Crockett and San Jacinto, Texas.

Members of this organization recently completed their range work with the pistol and quite a few qualified as Expert, Sharpshooter and Marksmen.

**FLYING CADET DETACHMENT:** The Flying Cadet Detachment has about decided to change its name to the Cadet Squad, as it can only boast of eight members when the roll is called.

Lt. B. T. Burt was assigned as Commandant of this large organization, relieving 2nd Lt. R. L. Williamson, who is gone, but not forgotten, to the Attack Group.

It is hoped the Cadet Squad will soon receive reinforcements from Brooks Field, because if the mess fund is not built up soon the Squad will be turned to pasture.

The training of the cadets is progressing very satisfactorily for this stage of the game, the entire class averaging almost 69% in flying last week. The grades they received from Captain Giffen's class in mapping shows that they should be in the Geodetic Survey instead of trying to fly.

**EIGHTH ATTACK SQUADRON:** Flying operations during the past week consisted of attack and tactical exercises, routine test flights, cross country and formation flying.

On February 14th a formation of three planes was furnished for the Group Maneuver to Loxton's Ranch, 14 miles south and west of Pearsall, Texas.

Corp. Henley piloted Capt. Young, a Reserve officer, to Houston, Texas, and returned solo to Kelly Field the same day.

**THIRTEENTH ATTACK SQUADRON:** Formation and aerial machine gun flights constituted most of the flying for the past week.

**TWENTY-SIXTH ATTACK SQUADRON:** On February 16th this organization with the Group participated in a dismounted review and inspection for the Group Commander. Later an inspection of barracks, mess halls and hangars was made.

Due to inclement weather and muddy field, very little flying was done in the early part of the week. One flight of three planes was furnished for bombing practice and practice information and combat signals.

The basket ball team from this squadron received quite a bit of practice during the past week. The South San Antonio High School team practices on the court used by this squadron practically every day. The result of this is of much benefit to both teams. Practice games are played and under the direct supervision of Capt. Davidson, the squadron team is developing into one that will be hard to beat.

**SIXTIETH SERVICE SQUADRON:** On February 19, the Basketball team defeated the 41st Squadron, 10th School Group, score 10 to 11.

Sgt. Charles R. Feliz, who was replaced in the Philippine Department by Sgt. Charles O. Thacker, of this organization, reported for duty February 19th.

**NINETIETH ATTACK SQUADRON:** Flying this week consisted mostly of Horizontal Bombing and Aerial Gunnery with the Group.

On Feb. 17, Lt. Andrews and Corp. Conrad took off for a parachute jump, but weather conditions would not permit them to carry out their effort.

#### Kelly Field, San Antonio, Texas, March 1.

Cross-country flying by the personnel of this field for the past week was as follows:

Lieuts. Snavelly and Cushing to Houston, Texas, the take-off at Houston being made from a field covered with about two inches of water; Lieuts. Kessler and Fey to Laredo, Texas, and return; Lieut. Woodruff, via Airways to St. Louis in a Martin Bomber; Lieut. Snavelly in a DH4B to Springfield, Mo.; Lieut. Canfield to Dallas, Texas, in a Martin Bomber; Lieut. Rice, with Lieut. Moore as observer, to Laredo, Texas, and return; Major Duty, with Lieut. Hopkins, as observer to Laredo, Texas, for the purpose of making an accurate sketch of the route now used by pilots flying to Laredo; Lieuts. Gross and Williams to Laredo, Texas, and return; Lieut. Kimble with Corp. Dchmolka to Denton, Texas, and return; Lieut. Phillips with Lieut. Lampton to Houston, Texas, and return.

## TENTH SCHOOL GROUP

**FORTIETH SCHOOL SQUADRON:** A severe cold wave hit this section of the country and there was a slump in the flying for about three days. Heavy rains were followed by light snow and frost.

The Squadron Basketball team defeated the 60th Service Sqdn. 18 to 12 in a hard fought contest. Neither team had lost a game up to this encounter and both teams were out for scalps. The game was undoubtedly the most interesting of the Post League.

**FORTY-FIRST SQUADRON:** With the sun once more smiling upon us, operations were resumed upon a larger scale. Six to eight planes daily are now being furnished for the use of the School and Group flying personnel. In the past two days 32 hours and 30 minutes were flown. The activities of the first four days of the week ceased due to the water-soaked condition of the landing field.

**FORTY-SECOND SCHOOL SQUADRON:** Flying this week totaled 49 hours and 40 minutes. Due to extremely inclement weather and a heavy field our ships remained in the hangars the greater part of the week. Of the total time, 33 hours and 40 minutes are credited to the student officers and cadets who are still flying solo missions. It also includes Lt. Spry's cross-country with Capt. Wagner to Laredo, Texas. In addition to these activities the Squadron participated in the regular drill and parade held on Thursday afternoon.

**FORTY-THIRD SCHOOL SQUADRON:** The Squadron spent a quiet week preparing for the next class in pursuit. Only 30 hours were flown. Deciding things were a little too quiet, on February 27th Lt. Strickland, our famous cocktail shaker, covered himself with glory (and goo) and shortened his neck some two inches by turning upside down on the airdrome and rooting his head into the soft mud. The plane was a complete washout.

This is the third time during the last four months that a wheel has been lost from an MB-3A airplane while in the air, and larger bolts are being installed to prevent shearing.

**SIXTY-EIGHTH SERVICE SQUADRON:** The coming baseball season promises to be a very successful one for our team. The men are all very enthusiastic and so far practices are well attended. The team has won several practice games with other squadrons by a liberal margin of runs.

A motor cleaning installation is being added to the Motor Overhaul equipment. This installation will make the cleaning of motors and parts preparatory to overhaul quicker, easier, and more thorough than has heretofore been possible. It is anticipated that the cleaning vats will be ready for operation the latter part of next week.

Seven Liberty's are now being overhauled, and two Liberty's and one Wright "E" were tested and stored, ready for service.

**FLYING CADET DETACHMENT:** The Cadet Squad is still holding its own. It is rumored that by the end of next week, there will be added six more recruits from Brooks Field, Texas, making one good dog robber for every two of the present senior class. Steady progress has been made the last week in the academic work.

Lt. Fitzgerald completed his final instruction in radio, installation, operation and functions, so that several of the Cadets have contracted the radio bug and will open up the A.F.O.L. broadcasting station telling of San Antonio, the winter Venice of America, scows and rubber boots for sale cheap.

Flying for the last week was delayed due to inclement weather.

The Cadets are now in their advanced solo stage, which consists of making 360's and 180's, hurdles and cross wind landings, the best cross wind landings have been made when there was no wind.

## THIRD ATTACK GROUP

**EIGHTH ATTACK SQUADRON:** Flying operations the past week were hindered a great deal because of inclement weather, only a few test flights and one cross-country flight being performed.

On February 23, Cpl. Henley as pilot and Sgt. Garner as passenger proceeded on cross-country flight to Grandview, Texas. They encountered rain, sleet and

snow at Waco, Texas and were forced down at Bartlett, Texas, on the way to Grandview. Cpl. Henley returned to Kelly Field on February 26th, Sgt. Garner remaining at Waco. The take-off from the field at Waco was made with almost a foot of snow on the ground.

Our fast basketball five brought the 41st Squadron down to defeat this date and again showed that our five is one of the best on the field.

**THIRTEENTH ATTACK SQUADRON:** Owing to the weather conditions for the past week very little flying was done by this squadron.

**TWENTY-SIXTH ATTACK SQUADRON:** During the week very little flying was done, due to the inclement weather. A class in motors and rigging, one hour each day was held for the benefit of the enlisted personnel of the squadron.

**SIXTIETH SERVICE SQUADRON:** 2nd Lt. Mervin E. Gross, assigned to the organization on Feb. 26th, was appointed Sqdn. Supply Officer, relieving Lieut. George H. Beverley. Lieut. Gross was also appointed Sqdn. Athletic Officer.

The basket ball team defeated South San Antonio 26 to 20 in a very interesting contest. The game was played in Hangar #14, and our newly appointed Athletic Officer was on the job.

#### Brooks Field, San Antonio, Texas, March 11.

Weather conditions were ideal during the past week and flying time has been piling up. Ground School classes for the present class are just about completed. Training for the new class will start March 15th, even tho the greater part of the old class will have to be held here some two weeks after that date. To date, 26 student officers, 12 flying cadets and 4 enlisted men training in grade have reported to this Station for the March 15th class.

On Tuesday morning, Lieut. Robert G. Greene, this station, departed on a cross-country flight to Dayton, Ohio. He will return by way of San Francisco, Calif., and down the Western coast to Brooks Field. On Friday morning, 1st Lieut. Kenneth B. Wolfe and 2d. Lieut. Dudley W. Watkins, this Station, departed on a cross-country flight to Montgomery, Ala., and Americus, Ga. Cross country training flights for the week-end included the following: 1st Lieut. Thomas Brooks and Capt. C. F. Hofstetter to Ft. Worth, Texas, and return; 2d Lieut. Julian B. Haddon to Ft. Ringgold, Texas, and return; Capt. Paul Rock and 1st Lieut. Clinton F. Woolsey to Houston, Texas, and return.

On Thursday evening, the Cadet Detachment, Brooks Field, entertained with a dinner dance at the Officers' Club, complimenting the Cadets leaving for Kelly Field.

#### Hqs. 2nd Div. Air Service, Fort Bliss, Texas, March 1, 1924.

Cross-country flying for the past week by personnel of this station was as follows: Capt. Bender, Lieuts. Douglas, O'Connell and Gottschalk returned February 23rd from Douglas, Ariz. Major Heffernan, Lieuts. Douglas and O'Connell flew to Kelly Field, Texas, on February 25th for the purpose of having their motors changed. Major Heffernan and Lieut. Douglas were forced to land at Alpine, Texas, and spent the night at that place. Lieut. Gale flew to Gibson's Ranch and return on Feb. 26th. On the following day he motored to Las Cruces, Texas, to inspect the landing field at that place. Lieut. Evert made a flight to the Waco Mtns. and return on Feb. 27th, flying over the movie colony in that vicinity. On the 29th he flew to Gibson's Ranch and return.

Orders were received relieving Lieut. Weddington, Staff Sgt. Rhodes, Privates 1st Class W. H. Markel and Harvey E. Tautfest from duty at Brooks Field, Tex. The last two named men returned to Fort Bliss on Feb. 28th.

The Air Service Bridge Club met at the home of Lt. Gale on Wednesday night, Feb. 27th.

#### Wilbur Wright Field, Fairfield, Ohio, March 21.

Lieuts. John F. Whiteley, Wm. M. Lanagan and Robert H. Finley, who participated in some remarkable and unusual aerial work in connection with the bombing

of an ice jam in the Missouri River near Omaha, Neb., stopped at the field en-route to their home station, Langley Field, Va. They traveled in two Martin Bombers which they used with good effect near Omaha.

Lieut. F. P. Kenny ferried a DeHaviland plane, which had been remodeled in the shops, to Maxwell Field, Montgomery, Ala.

Major Hugh Knerr, who has for some time been the C.O. of the 88th Obs. Sqdn. received notice transferring him from the Coast Artillery Corps to the Air Service. There will be no change in his assignment.

Flights to and from this station were as follows: Lieut. C. E. Thomas left Feb. 26th on regular Airways trip, returning March 2nd.; Lieut. Langhorne W. Motley was a visitor at the field on Feb. 23rd.; Lieut. T. P. Smith arrived Feb. 28th from Bolling Field and left the following morning for Selfridge Field. Lieut. Wolfe from Bolling Field arrived on March 13th on regular Airways trip, and left the following day for Selfridge Field, Mt. Clemens, Mich.; Lieuts. W. T. Meyer and R. C. McDonald arrived from Pope Field, N.C. on March 13th and returned to their home station by air, taking two DH planes remodeled in the repair shops.; Lieut. R. C. Moffat and Sgt. Beck arrived by air from Chanute Field on March 13th and returned the following day.

The Wilbur Wright Bowling Team enjoyed a successful season, about 500 games having been played, in which nearly all of the officers and some of their wives participated. Warrant Officer Walter Brewer kept at the head of the list throughout the entire season, with an average of 163. Major Robins attained the highest individual score of the season - 227; while Mrs. Robins was not so far behind with a score of 194. The five highest officers on the list, Warrant Officer Brewer, Lieut. Hamlin, Major Robins, Lieut. Bartron and Capt. Thrasher hereby challenge any bowling team at any and all military posts in the United States. Challengers are invited to correspond with Lieut. W. S. Hamlin, Fairfield Air Intermediate Depot, Fairfield, O.

An indoor golf cage has been purchased and is now installed in the Post Gymnasium.

Major Geo. H. Brett assumed duty as Chief, Field Service Section, on March 10th, and on the same day Lieut. Carl A. Cover was assigned as Officer in Charge of the Maintenance Section.

Major J. E. Fickel, Chief Supply Division, Office Chief of Air Service, arrived here on March 13th for consultation with Major Brett and other officers of the Field Service Section with regard to Supply, Maintenance and Cost problems. He left on the 16th.

A meeting of the Officers' Assn. of Dayton, composed of Regular, Reserve and National Guard officers living in Dayton and vicinity, was held at Memorial Hall on March 20th.

The entertainment given for the benefit of the Army Mutual Relief Society which was in the nature of a circus and dance was held at the post gymnasium on the evening of March 6th and was very successful. Dancing, games, stunts and vaudeville (singing and other specialties) were staged for the entertainment of those present. Mrs. A. W. Robins was the general chairman, and special credit is due to all officers and their families for their work in connection with the entertainment. An amusing feature of the evening was the clown band, composed of civilians. A large sum of money was raised and turned over to the Relief Society.

On March 17 (St. Patrick's Day) an elaborate dance was given at the Officers' Club at Wilbur Wright Field. In addition to the regular officers at this Post, a number of officers from McCook Field attended. The following account of the St. Patrick's Day Dance appeared on March 18 in the Dayton Journal:-

"With characteristic smartness and resplendence, Wilbur Wright Field officers entertained last night at Side Slip Inn with a costume ball which will rank undoubtedly as the most pretentious army function arranged here since the advent of the militaire.

"Ablaze with lights and seething with animation, the Field presented a gay appearance for the affair. Adding to the prevailing spirit of gayety, a number of officers and their wives threw open their homes on the post to dinner parties preceding the ball, among them being the Commanding Officer, Major and Mrs. A. W. Robins, who bid nineteen guests to their residence, and Captain and Mrs. Jack Colgan, whose hospitality was extended to some twenty-eight guests, including many of the bachelor officers stationed at Wilbur Wright Field and McCook Field.

"Lt. E. R. Page, who had charge of decoration, transformed the officers' Club into a fascinating nook, enhancing it with dimly shaded lights, smilax and spring flowers. In the center of the ballroom, the orchestra was placed and concealed by prolific foliage and thickly banked palms.

"More than 125 invitations were issued and the costumes of the attendants were picturesque and vividly colored. Major and Mrs. Robins were attired in Chinese robes of somber hues, embroidered elaborately and especially well suited to the latter's type and coiffure. Capt. and Mrs. T. F. Weldon chose to represent the characters of fairyland, depicting respectively the king and queen of that engaging myth, 'Beauty and the Beast'. Capt. and Mrs. J. H. Blackwell wore rich oriental costumes and Lt. and Mr. L. H. Dunlap were attired in the frill bedecked domino fashion. The national dress of Egypt was exemplified in the soft, clinging robes of Lt. and Mrs. H. A. Bartron. Capt. H. J. Knerr was an artist, with smock and flowing tie, and Mrs. Knerr wore a Turkish costume. Conspicuous among the dancers were Capt. and Mrs. Jack Colgan who followed the vogue of the colonial period, a style particularly fetching when portrayed by the petite Mrs. Colgan. Major and Mrs. J. H. Rudolph were partial also to the fashions of the earlier days, while Lt. O. O. Niergarth took the role of a page in a shimmering costume of blue and white satin. Two other attendants who were unusually delectable were Lt. and Mrs. H. H. Mills, the former a Pierrot and the latter wearing the picturesque garments of an Irish lassie. Delving into modern history, Lt. E. R. Page impersonated a sheik, while Mrs. Page was cast as a maid from Erin, as were Mrs. S. Frierson and Mr. A. Gibson. Others in costume were Miss Mary Neal, who represented the colonial days, and Mrs. Sally Scribner, a page, and Lt. Frierson, a French clown. Lieut. Hamlin in the blue uniform of a Captain of Cavalry was a reminder of the old Army, while Mrs. Hamlin dressed as a butterfly. Great diversity was shown by many of the officers in selecting their costumes for in one small group were Capt. H. Pascale, a Blue Beard, Lt. W. J. Hanlon, in domino attire, and Lt. G. V. McPike, who selected a Napoleon costume of blue and gold."

Phillips Field, Aberdeen Proving Ground, Md., January 20 to February 20, 1924.

The Air Service basket-ball championship was won by the 49th Bombardment Squadron.

Our Air Service Officers won from the Ordnance Officers in basketball by the close score of 18 to 16. Our Air Service heroes were Captain Mileau, Lieuts. McHugo, Bond, George Montgomery, Seward and Hebert. Lieut. George is to be complimented on his wonderful foot-ball playing and clean tackling. Lieut. Seward, in trying to bite off his opponents ear, bit his own tongue and Doc Mileau had to take five stitches in it. All members are now out of the hospital. The following was our answer to a challenge from the Ordnance:

"The sentry on duty on our Championship Heights has just reported that he has detected signs of life in the corpse known as Ordnance Athletics, located far below the Slough of Despond. Nearly a week ago the sentry made a like report, but as it was not believed possible such a miracle could happen, he was instructed to descend from our fair heights, travel thru the quagmire of indifference and lakadaisical mediocrity to the Slough of Despond, and ascertain if the Ordnance corpse, by any chance, retained even a spark of life. Equipped with all known restoratives and many irritants, the sentry reached the corpse and by the application of white hot irons to the cold pedal extremities, mustard plasters to the back and electric wires to the hands, managed to obtain slight physical reactions. As there was nothing in the head to work upon, our sentry found it necessary to call for assistance upon Finance, who was slinking about, near the corpse of his meal ticket.

"Finance, after much coaxing and many assurances regarding his personal safety, supported by the proper vouchers, came forward and (he being able to write) did concoct what, in his simple way, he believed to be a notice to the world that Ordnance Athletics was not dead, but sleeping and that at some future and vague time, the corpse-like form could be fed up with raw beef, ox blood and other things of which he claimed knowledge, that, if great care be taken, something resembling a basket-ball team could be propped up until after the opening whistle was blown. The sentry asked Finance if there was a possibility of resurrecting the baseball spark, but Finance only groaned and shook his head.

"Considering our standing as champions and leaders in all matters athletic, it behooves us to do all in our power to encourage even the most microscopic spark of ambition, no matter how hopeless its chance of reaching a stage of adolescence, much less maturity, and in order to show our magnanimity toward these infinitesimal atoms who crawl upon and encumber the surface of the earth with

their tanks, tractors and pea shooters, we have ordered our basket-ball players to diet upon sour milk and hard tack, so that they may become as weak and enervated as is possible for such wonderfully perfect specimens of physical magnitude to become. Their nails and teeth will be filed, one hand tied behind the back and a fifty pound weight attached to each foot. In this condition, it is believed the Ordnance gymnastic pigmies can be prevailed upon to face our supermen at such time and place as will most nearly coincide with the highest point in the power curve of the wind broken spavined and sway-backed Ordnance. We will be kind to the widows and orphans of, and furnish flowers to accompany the remains of all Ordnance Officers who play, and all others who laugh themselves to death watching."

The 49th Bombardment Squadron and Detachment 59th Service Squadron: Cross country flights have been made to and from the following stations: Bolling Field, D.C., Edgewood Arsenal, Md., Logan Field, Dundalk, Md., Langley Field, Va., Mitchel Field, Long Island, N.Y., Middletown, Pa., and Ridgely, Md.

The weather at 8000 feet has been so cold that it was impossible to fly on two of the bombing days, during the month only 15 bombs were dropped with a total weight of 4500 pounds.

On February 13th twelve pyrotechnics were dropped over the bay at an altitude of 2000 feet. Observations were taken from another plane flying at an altitude of 1500 feet.

The 18th Airship Company, (R.S.): For the information of their friends the officer Personnel of this company are: Captain William E. Kepner, Detached Service at Lakehurst Naval Air Station, N.J.; Lieuts. Bruce N. Martin, Commanding Company, Michael E. McHugo, Operations and Engineering, George G. Cressey, Transportation and Supply, Harry G. Montgomery, Mess Officer and Adjutant Phillips Field, and Ernest S. Moon, recently ordered to Kelly Field for Heavier-than-air training.

San Antonio Air Intermediate Depot, Kelly Field, Texas, February 23.

Captain and Mrs. Otto J. Langtry informally entertained at dinner February 9th, Major Frank D. Lackland, and his mother, Mrs. Dorwin Lackland, and Lieut. and Mrs. Lewis A. Dayton.

The ladies of this Depot were entertained Wednesday afternoon by Mrs. Walter F. Kraus, wife of Captain Kraus, the Adjutant of Kelly Field, and Mrs. W. H. Crom, the wife of Captain Crom, of Kelly Field. The ladies enjoyed a delightful afternoon at bridge. There were thirteen tables of bridge and the sweet pea color scheme was used for the appointments. Even the refreshments were worked out to harmonize with the sweet pea color.

Mrs. Daniel Tracy, of New York, a sister of Mrs. Louis J. Wefing, of San Antonio, is visiting Lieut. and Mrs. Myron R. Wood. Mrs. Wood is a niece of Mrs. Tracy.

The Officer's Club is being remodeled and a new floor is being laid. Many delightful social affairs are being planned to be held at the club after the improvements have been completed.

San Antonio Air Intermediate Depot, Kelly Field, Texas, March 10.

There were 24 entrants in the Post Handicap Golf Tournament held on the 22nd, 23rd and 24th of February. At the head of the list were Major Frank D. Lackland, Lieuts. Charles E. Branshaw, Barney M. Giles, Kenneth C. McGregor, Edward M. Powers, and about 19 employees from the Depot. Lieut. Branshaw, a beginner, with aid of a high handicap, won first prize. By his excellent playing, Lieut. Giles carried away the second price, invariably shooting in the low nineties. Mr. Perrin, an employee, took third place.

A feature of the event was Major Lackland's driving five successive balls into the San Antonio river, which crosses the tenth fairway. The most admirable part of this driving was the heroic way in which the Major refrained from the use of strong language in the presence of a number of fair and charming young spectators who were twittering mirthfully as they watched the balls ricochet over the placid waters of San Antonio's historic stream.

Major Leo J. Heffernan, 1st Lieut. Jack O'Connell, and 1st Lieut. Charles Douglas, with Capt. Levi Johnson, flight surgeon, as passenger, flying DH's, left the 12th Aero Squadron at Fort Bliss, Texas, the morning of February 25th, for this station to change engines. After a short time in the air, Lieut. O'Connell was obliged to return to Dryden where he made some minor repairs to his engine,

and remained over night. By making an early start the morning of February 26th, he reached here at noon of that day. Major Heffernan and Lieut. Douglas were forced to land at Alpine by a heavy snowstorm. They remained there over night and reached here the following day at 4:00 P.M. After changing engines, Lieut. O'Connell with Capt. Johnson as passenger left for Fort Sill. Major Heffernan and Lieut. Douglas left the morning of February 29th, with newly overhauled engines for Fort Bliss and reached their station that evening.

The members of the civilian employees' social Club met Thursday and enjoyed a delightful evening playing cards, chess, checkers, and Mah Jongg. Major Frank D. Lackland, the Commanding Officer, and his mother, Mrs. Dorwin Lackland were among the guests of the evening. Mrs. Lackland guided a number of interested novices through the mysteries of Mah Jongg. About fifty adults and a number of children were present. Mesdames Chester, Horton, Benson and Blood were the hostesses. Hot chocolate and cake were served. The Commanding Officer expressed himself as pleased with the progress of the social club.

Mrs. Myron R. Wood, the wife of Lieut. Wood, and her mother, Mrs. Lewis J. Wefing, entertained with a prettily appointed tea in the home of Mrs. Wefing on Bois d'Arc street, complimenting Mrs. Wood's aunt, Mrs. Daniel Tracy, of New York. The little Misses Camile and Catherine Hernandez received the cards. Mrs. Dorwin Lackland, Major Lackland's mother, Mrs. Buck West, and Mrs. Joseph J. Lodovic received the guests in the reception hall. The reception hall and rooms were beautifully decorated with ferns and peach blossoms, which served to remind the guests of the delightful spring weather prevailing.

The Engineering Department during the last half of February overhauled and repaired 10 DH-4B's, 1 JN 6 HA2, 1 TMMB 3 A, 10 Liberty 12 A's, 3 Wright H's, and 1 Wright A2. In addition a large number of spares were manufactured and 10 Liberty 12 A's reconditioned and tested.

Captain C. T. C. Buckner has received orders for a change of station to the Philippine Islands. He and Mrs. Buckner will leave on the transport sailing from San Francisco May 5th. Mrs. Buckner will leave in a few days to visit her mother, at her home in Montgomery, Alabama. After visiting her mother, Mrs. Buckner will return here to bid her friends good-bye and will then go to Crissy Field, California, to pay her sister, Mrs. Lloyd Barnett, a visit before leaving for the Islands.

#### Kindley Field, Fort Mills, P.I., January 31.

During the past week the field was busy working with the Navy in locating lost torpedoes. It is a simple matter to watch torpedoes from the air and track them. Especially is this true when they "go wild" and the destroyers cannot follow their course. This is where Aerial Observation comes in and saves the Navy thousands of dollars in preventing lost torpedoes. It also greatly boosts flying time, as a ship often remains aloft three or four hours.

Lieut. Lynch pulled another one of his numerous "brodies" which resulted in the exit from the scene of action of our old warrior, seaplane #231. While flying around the transport he developed trouble and landed in some very rough water. Not satisfied with forcing old man luck by getting away with this and instead of taxiing home he attempted to take off again and rough seas knocked a hole in the hull. The nose promptly settled and the tail took the air and Lieut. Lynch and passengers scrambled to safety thereon. By the time a launch could be obtained the plane had drifted several miles to sea. Towing her home completed the wreck, and she now reposes in the salvage yard where many HS2L's have preceded her.

Six seaplanes were in commission during the past week in addition to the Loening Yachts. This is greatest number of seaplanes in commission at this field at one time since its erection.

The Field is busy preparing for the next target practice which takes place early in March. Last year a wonderful record was made by the Air Service, and it is hoped to again equal this record. However, none of the old personnel will be left that took part in last year's shoots.

Rumor has it that this field will be closed as soon as the present seaplane equipment is exhausted, due to the fact that the Army is not purchasing any more seaplane equipment. While this is an ideal location, it is of little value due to

the fact that it is not possible to use land planes. The present obsolete sea-plane equipment has been in use since 1920 and naturally has seen its best days. This equipment could be kept in commission another year, although constant repairs to hulls are necessary. All concerned will welcome the day when we will again be equipped with a reliable old D.H. or other satisfactory land plane. The fact that it is almost impossible to launch seaplanes during the typhoon season is also much against this location.

Camp Nichols, Rizal, P.I., February 8.

Several cross country trips were made during the past week to different points indicated on the Airways System Map of the Philippine Islands, locating possible landing fields.

Headquarters Fourth Composite Group, while carrying on their duties in their old efficient way, are not so very gay this week. Our Adjutant, Lieut. Halverson, will be relieved shortly to start on his "around the world" trip; we shall miss him greatly and we all join in wishing him the best of luck in this undertaking. The last transport brought us a likely bunch of recruits, and with the thorough coaching that our Sergeant Major is giving each one, assigned to headquarters, we expect good work from them in the future. At least our old clerks are having to look "sharp" even now to keep the rookies from getting ahead.

The Aerial Photographers of the Section are anxious to do their stuff, as they will do an exhibition at the Department Military Tournament by taking Aerial Photographs of the athletic field at Fort Wm. McKinley, return to Camp Nichols and develop and print the pictures and return to Fort Wm. McKinley and drop the pictures on the Field. In addition, the 6th Photo Section will be represented at the Tournament with the Photo Truck and Trailer, which is to be one of the added attractions at that place.

The Nichols ball team started off badly this week by losing the game with the 31st Infantry by a close score of 2 to 1. The game was one of the closest and best played in Manila and only a costly error at the wrong time prevented the score from remaining at a 1 to 1 tie. Corporal Browning of the 66th Service Squadron, did the mound work for Nichols and never has "Brownie" been better. Capt. Eglin who plays on the team, swings a wicked stick, and is something faster than Tyrus himself on the bases.

Defeat cannot last long, however, with our team, because we redeemed ourselves by winning the exhibition game with Fort Wm. McKinley, at Nozaleda Park on the 3rd, the score being 4-3. With the additional players that have arrived in the Department lately and joined the team, together with two contemplated valuable transfers from other outfits, it is the belief of the Post and Manila fandom as well, that Camp Nichols will "clean up big" during the latter part of the Army League series.

The members of the 6th Photo Section who have entered the Department Military Tournament to be held at Fort William McKinley, February 7-13 inclusive, are trained to the proper stage where all they have to do is work out very light daily and we are all confident of Jack Kavanaugh bringing home high honors in the bantamweight pugilists class and "Hypo" (Edward Westwood) will do the same in the light weight division, so the 6th Photo will have enough honors as far as boxers go.

Notes from the 42nd Intelligence Section

As Nami-san says, "That which we have looked forward to for so long, we are now looking back at." In other words payday has come and gone. The ghost has walked, and with a yawn of relief, laid back for another long nap.

Incidentally we are about fifty centavos nearer the top of the "company sock."

Private Mortenson has frequently been observed sitting with his chin in his hand and a far away look in his eyes. Wonder if he is brooding about the "Luscious Luzon Lass" he is to leave in March. Anyhow he has worn out three calendars counting days.

Rockwell Air Intermediate Depot, Coronado, Calif., March 21.

On February 29th, Lt. L. D. Schultz, A.S., accompanied by Lt. Farran, O.R.C., piloted DH #68202 here to be left for overhaul. The two flyers returned to Clover Field in Rockwell Field planes.

Major F. L. Martin, Commander of the "Around-the-World" flight visited this depot on March 2d, flying here from Santa Monica, Calif., at which place he was engaged in supervising the completion of the World Cruisers.

Major Harvey B. S. Burwell arrived at this field on March 5th from Kelly Field. It was necessary for the Major to land near Cuyamaca lake, as his supply of gasoline became exhausted. Captain W. M. Randolph, A.S., flew from here to his aid with gasoline thus enabling him to complete his flight to Rockwell Field.

On March 14th, Lt. Leigh Wade flew here in World Cruiser #3, for engine change and calibration of compass, returning to Santa Monica March 16th. Lt. Lowell M. Smith also returned to Clover Field March 16th, having had the engine in his plane changed and compass also calibrated. Both of these pilots returned to Clover Field in time to participate in the Circus which was held there on the 16th.

Captain Thomas J. Hanley, Jr., Commanding Officer, Crissy Field, accompanied by Sgt. Fowler, paid this field a visit March 14th, returning to Crissy Field, via Clover on March 15th.

Major S. W. FitzGerald, formerly Commanding Officer of this Field and at present stationed at Kelly Field, accompanied by Lt. Donald D. LitzGerald, arrived at this Field March 14th for a brief stay. While here his plane will be given the usual minor overhaul and a new Liberty engine will be installed.

Lt. W. S. Lawson flew here from Brooks Field in a Martin Bomber. Captain J. H. Houghton, A.S., Rockwell Field, accompanied him from Clover Field here.

Lt. Eric Nelson flew here March 16th in World Cruiser No. 4, returning to Clover Field Tuesday, March 18th, after the installation of a new Liberty engine in his plane and the calibration of the compass.

Several of the officers from Rockwell Field flew to Clover Field on March 15th to participate in the circus, returning here on March 17th. Lt. V. Hine, Post Adjutant, R.A.I.D., proceeded north with the escort accompanying the World Cruisers on their initial flight to Seattle, Washington.

Lt. R. H. Clark, accompanied by Sgt. Wiseman arrived from Kelly Field on March 18th, returning to Clover Field on the 19th.

Lt. Frank W. Seifert returned from a three months' leave of absence March 20th. Lt. Seifert has traveled extensively during his leave, having visited the Canal Zone, France, England and several cities on the eastern seaboard.

In accordance with instructions from the Chief of Air Service, an SE5 plane has been equipped for skywriting and after several test flights Captain (Wild Bill) Randolph, who cuts most any kind of figures and letters on the muddy roads with Ford Sedans, succeeded in making the letters "US" almost plain enough to be read from the ground even tho you did not know what he was trying to make. With a little more practice and plenty of smoke we will soon be able to show the angels a close-up of the good old U.S.

On March 8th several Reserve Officers flew here from Clover Field for the purpose of participating in the Army Relief Exhibition, held at Rockwell Field Sunday, March 8th.

April 30, 1924.

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

FOR RELEASE May 2, 1924

AIRPLANE COMBATS LOCUST PLAGUE

The Philippines were afflicted with a locust plague the latter part of last year, causing such annoyance to the Filipino farmers that the Civil Government of the Islands took drastic measures to suppress this crop-destroying pest. Writing on the subject of a locust plague reminds us of the story in the Bible when in the ancient days the Egyptians were visited with a locust plague because the Pharaoh refused to release the children of Israel from bondage and the King and his subjects were forced to endure this plague until another one of a different nature was afflicted upon them. But this was three thousand years ago, and while there are no children of Israel in bondage in the Philippines the locust plague came on just the same. The Philippine Government did not wait for the plague to subside but seized at once upon the best known agency to combat the insect horde - the airplane.

A report by Lieut. Harry Weddington, Air Service, recently received from the Philippines, details the experiments conducted at San Jose, Mindoro, P.I., of spraying infected fields with calcium arsenate powder released from a hopper installed in the cockpit of an airplane, in order to check the locusts' onward march. These experiments were a cooperative effort on the part of the Army Air Service, the Philippine Trust Co. (Trustee Mindoro Sugar Co.) and the Civil Government of the Islands.

Operations were started on October 15, 1923. Six fields were established, covering a radius of approximately 100 square miles, the main field being at San Jose on the site of the Mindoro Sugar Company, approximately 190 miles south of Manila. The entire area was first photographed, using an oblique camera. Camps were established at each field and personnel detailed for insect control to work in conjunction with the airplane. Supplies and poison powder were on hand at each camp.

When the personnel and equipment arrived at the base of operations it was found that 24 different sectors were infested with the locust, ranging in all stages from eggs in the ground to flyers in the last stage.

The type of airplane used was a JN4D with an OX5 motor, equipped with a container for dusting. The patrolling and photographic work was performed in a DH4B, both planes being furnished by Camp Nichols, Rizal, P.I.

Those conducting the experiments had a number of difficulties to contend with. Working with the airplane pilot and his mechanic were a Locust Inspector from the Dept. of Agriculture and the Chief Engineer of the Mindoro Sugar Company. The men familiar with aviation knew nothing of the habits and methods employed to exterminate the locust, while those versed in locust campaigns were entirely ignorant of the possibilities of the airplane. Consequently, it was obvious from the beginning that the pilot must study the locust, his habits, breeding places, etc., in order to combine these two with any degree of success.

Calcium arsenate had never been used in the Philippine Islands before and, naturally, the planters were skeptical, fearing the loss of crops, cattle and human beings. These points were thoroughly demonstrated before experiments were started.

The locusts breed in the mountains and move down upon the lowlands, destroying crops in their path; hence it became obvious that to stamp out the infection the campaign would have to be moved to their breeding place. The landing fields were established in a semi-circle covering the mountains and foot hills adjacent to San Jose. Means of transportation to these places were either by plane or carabao.

When in mountainous country the locusts usually select for a breeding place a grassy knoll, and the flats when in the open, very seldom being found in timbered or brush country. This makes it possible for the plane to get at them and effectively. Some areas infested were in high cogon grass, which made it almost impossible to use the old methods, but which proved very adaptable when using the airplane.

The young hoppers after a few days old start moving and gather in a huge swarm, going in one direction unless turned by some object they cannot pass over. Traveling through cogan grass their course is over the tops, eating off the tender shoots. When laying eggs they settle in one place and devour the available vegetation, leaving the area brown. This area remains so until after the hoppers hatch and move away. The habits just enumerated are the basis on which the airplane locates and destroys the locust.

The insects should not be dusted with calcium arsenate until after they are four days old, as they do not start to eat until this time and earlier dusting would be wasted.

The method pursued of dusting the powder from the airplane was as follows: After an infected area is located, a scout is sent to determine the stage of the locust. The place is marked, giving the boundaries of the infected area. The dusting is performed just before sunset when the locust is beginning to settle for the night. The dusting plane arrives and flying parallel with the long side of the area to be dusted releases a trial puff and then flies to the side and observes the dust cloud. This determines the wind direction, proper altitude, the distance the powder will travel before settling and if the cloud will drift over the entire area, also the proper position for the plane to fly when releasing the dust cloud relative to the area to be covered. These facts being determined, the pilot is ready to dust, flying parallel and to the windward and releasing the poison through the hopper which forms into a cloud completely enveloping the area.

The direction of travel of the locust should be marked, as this area is of more importance than the one where the locust is located at the time of the dusting for this reason: the locust is a moving target and must eat the poison before being destroyed. Necessarily the vegetation in their path of travel must be poisoned as well. Due to their numbers covering such a small area many would find no vegetation to eat in the early morning and move on into new fiends. Hence, a small area dusted in the path of travel will poison remaining locusts the next morning when they resume their march.

The first efforts at plane dusting were very discouraging. The locusts were dusted thoroughly after they had settled for the evening, but the next day only 50% were killed. Dusting in their path of travel produced 100% effectiveness.

Dusting was also conducted in the early morning but this proved ineffective, as the insects are on the move and soon get out of the area. The most effective dusting was produced in the late afternoon after the wind had died down and the locusts had settled for the night. An altitude of from ten to fifteen feet was found to be the most effective for controlling dust clouds.

The first tests were conducted with a poison dust container manufactured per specifications of the Air Service Engineering Division, McCook Field, Dayton, Ohio. This container, or hopper, fastened to the side of the airplane, did not prove effective. A new type, cone shape, was designed by the Engineering Department at Camp Nichols and installed in the front cockpit of a JN4 plane. This hopper distributed the dust through a funnel running through the floor to within six inches of the spreader bar on the landing gear. A sliding gate-valve was installed at intersection of hopper and funnel, controlled by a lever in the pilot's cockpit, also a paddle wheel of four blades in the bottom of the hopper which the pilot operated by means of a direct drive shaft of 3/4" steel connected to paddle by a universal joint located six inches from outside of hopper. A 5-inch wheel with handle fastened to end of drive shaft inside of cockpit, right hand side, enabled the pilot to turn the paddle inside of the hopper.

The sliding gate-valve proved a failure, often jamming and causing the loss of all the calcium arsenate powder, and it was replaced by a positive open and shut butterfly valve, which proved fairly effective and, with recent experiments, has been improved to such an extent that it is very satisfactory.

It was found that the hopper in actual operation, although very effective, needed many improvements, the greatest objection being that the pilot having to fly within a few feet of the ground found it difficult to operate the hopper and pilot the plane at the same time. A gap in the dust cloud would invariably occur, owing to the fact that the valve would first have to be opened by means of a lever, then switch over and operate the hand wheel. It became evident that a hopper must be designed that would not interfere with the piloting of the plane and be positive in operation. To overcome this, a hopper was designed by Mr. Nicholson, Chief Engineer of the Mindoro Sugar Co., operating on the well known venture principle, with the air blast funnel located directly behind the slipstream. Many tests were made with this hopper, but it was finally discarded because of its failure to throw out suf-

powder for effective dusting and powder banking inside of hopper. A third design was designed, using all the good features of the others, and driven by an electric motor of 1/16 h.p. This means of power, however, was dropped, due to the excess weight of motor, generator, battery, etc. The same hopper was then re-designed, the powder being derived from a wind-driven fan, clamped to the landing gear strut.

The four-blade paddle wheel inside of the hopper is propelled by a worm gear, geared 124 to 1, directly driven by a worm. A steel shaft 9/16" by 33", to which the fan is attached to one end and the worm at the other, has a double ball bearing, housing being clamped to the landing gear strut. The worm end has one ball bearing in housing and fastened to floor in front cockpit. A friction clutch which engages the worm gear is keyed to the shaft on the paddle by means of an old type Howden machine gun cable fastened to the "Joy Stick" and attached to a handle acting arm. This arm is so constructed that when the tension is taken up on the gun cable the clutch is pressed against the worm gear and at the same time opening up the butterfly valve. Upon releasing the control cable the clutch is thrown out by means of a coil spring and the valve is closed by means of a tension spring attached to rear landing gear strut. By this means the valve and paddle work in conjunction without any lost motion. The pilot, who in turn has absolute control of the plane, does not have to remove hands from controls, and the flow of the poison is uniform. The speed of the fan is approximately 4000 R.P.M.

This type of hopper was designed to meet the following requirements: Positive in operation; adaptable to various types of planes; the pilot at no time would have to move his hands from the controls while flying; to prevent jamming and banking of the powder; to be air tight; to distribute poison into the clip stream and not foul the fuselage of the plane; lightness in design; simple in construction and as near fool proof as possible.

In summarizing the work of the airplane in connection with the locust extermination campaign, the following conclusions are drawn:

- a. That the airplane can be used effectively against the locust in the hopper stage.
- b. That a slow plane is the most effective, due to the terrain of the country.
- c. That the airplane is invaluable for transportation of men, food, supplies and poison to isolated points in a few minutes, whereas it takes days using the carabou, the usual method of transportation.
- d. That the airplane is very effective for patrol duty in covering large areas and locating the locust.
- e. That the majority of breeding places of locusts can be located from the air.
- f. That the airplane can distribute poison more thoroughly, covering large areas much more economically than can be accomplished by other means.

#### ENLISTED MEN COMPLETE LONG AIRPLANE FLIGHT

A report was recently received giving the details of a long airplane flight completed early in the year by Staff Sergeants C.F. Colby and T. Joseph Kelly, Air Service, stationed at Brooks Field, San Antonio, Texas. These two noncommissioned officers flew from Brooks Field, Tex. to Boston, Mass., and return, covering a total distance of 4118 miles in a flying time of 49 hours and 15 minutes.

The route flown over was as follows: San Antonio to Dallas, Texas; Muskogee, Okla.; Belleville, Ill.; Rantoul, Ill.; Fairfield, O.; Moundsville, W. Va.; Washington, D.C.; New York City, and Boston, Mass. On the return trip the flyers retraced their route with the exception that, instead of flying direct from Belleville to Muskogee, a stop was made at Kansas City, Mo.

The report on this flight, rendered by Staff Sergeant Colby, goes into considerable detail on flying conditions encountered en route, - snow, haze, fog, rain, zero temperature, etc. An idea of wind conditions encountered may be gained from the fact that the stretch of 353 miles from Muskogee, Okla. to Belleville, Ill. was flown in five hours, and the distance of 225 miles from Kansas City to Muskogee on the return trip required four hours. With a favoring wind they covered the stretch of 240 miles from Rantoul, Ill. to Fairfield, O. in one hour and 45 minutes, and the 220 miles from Moundsville to Washington in one hour and 50 minutes.

On the outward trip a forced landing was made near Edgar Springs, Mo. due to a leak in the water hose connection. After making the necessary repairs they were forced to remove a portion of a farmyard fence and using full motor and four or five natives under each wing managed to taxi into another field on higher and

harder ground and made a successful take-off. Radiator trouble was a frequent occurrence until the flyers reached Bolling Field, D.C. on their return trip, where the overflow pipe was disconnected and a new radiator fitting installed. With this adjustment their radiator troubles ended.

After leaving the vicinity of Edgar Springs they found it impossible to reach Scott Field that afternoon, due to darkness and the fact that the main gas tank gave out. After flying five minutes on the reserve tank they made a landing in a clover field, one mile southeast of Freeburg, Ill.

The flyers encountered a light snow storm upon reaching Boston and another one upon returning to Mitchel Field. An Rantoul, Ill. they were delayed by an extremely cold wave, the temperature registering 23 deg. below zero.

On the trip from Muskogee, Okla. to Dallas, Texas, trouble was encountered due to the overheating of the engine. In attempting to open the shutters a bit wider it was found that the shutter control wire was broken. In banking their plane the flyers noticed that the motor would hit properly, so from Durant, Okla. to Dallas, a trip of an hour and 25 minutes, they flew with one wing down.

#### FAST FLIGHT FROM NASHVILLE TO FAIRFIELD

What is believed to be a record flight for a DH airplane was made on March 29th by Lieut. Vincent J. Meloy, Air Service, on duty as Instructor with the Air Service, Tennessee National Guard, and Lieut. Williams, Commanding Officer of the Photo Section. These two officers flew from Nashville, Tenn. to Fairfield, Ohio, in one hour and fifty minutes. Our Correspondent states that this time is twenty minutes less than the time made on the same day by another Army plane en route from Buffalo to New York. Besides, the distance from Nashville to Fairfield is several miles longer than that between Buffalo and New York.

#### FLYERS SPRINKLE FLORAL OFFERINGS ON GRAVE OF DEAD COMRADE

First Lieuts. S.M. Connell, Kenneth Garret and James T. Hutchinson flew from Mitchel Field, N.Y. to Mechanicsville, N.Y., on April 12th and sprinkled a floral offering on the new made grave of First Lieut. Theodore S. Van Veghten, Air Service, who died as the result of injuries received in an airplane crash at McCook Field, Dayton, Ohio, on April 8th. The planes arrived at 3:45 p.m., just as the burial service was starting and continued circling the grave until the mourners had disappeared.

#### AIR SERVICE INSTRUCTS AIR MAIL PILOTS IN PARACHUTE JUMPING

In compliance with recent instructions from the Chief of Air Service, the instruction of Air Mail Pilots in parachute jumping started at Mitchel Field, L.I., New York, on April 10th. For two weeks previous Staff Sergeant Jean E. Reviere had been instructing Mr. James Whalen - who will have charge of the mail parachutes for the Eastern Division - in the art of folding and packing the parachute. Mr. Whalen made the first jump with a parachute he had packed under Sgt. Reviere's supervision. Mr. C. Eugene Johnson, mail pilot, also jumped. Both were live jumps and the chutes functioned perfectly. As conditions permit, all mail pilots of the Eastern Division will have the opportunity of making jumps.

First Lieut. M.L. Elliott, A.S., Parachute Officer at Mitchel Field, has general supervision of the instruction.

#### PRIMARY FLYING STUDENTS GRADUATE

During the first week in April the following student officers undergoing primary flying training at Brooks Field, San Antonio, Texas, finished their course and received orders to proceed to Kelly Field for advanced training: Captain Harry H. Young, 2nd Lieuts. Noble P. Beasley, Hugh W. Downing, Dean S. Ellerthorpe, James M. Fitzmaurice, Charles W. Gettys, Harvey K. Greenlaw, Glen C. Jamison, Alfred O. Johnson, Charles W. Lawrence, Birney K. Morse, Harry T. Rowland, William L. Scott, Benjamin Stern and Morris K. Voedish. All of the above officers are assigned to the Air Service with the exception of Lieut. Greenlaw, an Infantry officer. Brooks Field wishes them good luck at the Advanced School.

#### AIR SERVICE OFFICERS PARTICIPATE IN 102nd INF. CELEBRATION

Lieuts. Homer B. Chandler and James T. Hutchinson gave an exhibition over

New Haven, Conn., on April 12th in connection with a local celebration of the 102nd Infantry, Connecticut National Guard. The guest of honor was the Commanding General of the 1st Corps Area.

#### PROGRESS OF THE WORLD FLIGHT ✓

At this writing the around-the-world flyers, with the exception of the Commander, Major F.L. Martin, are at Dutch Harbor, Unalaska, making preparations for the next leg of their flight of 350 miles to Nazan, Island of Atka, and thence 530 miles to Chicagoff, Island of Attu, the end of the First Division of the world flight. Major Martin, who took off with the expedition from Seward, Alaska, at 10:10 a.m. April 15th and had a forced landing in Portage Bay, due to motor trouble resulting from a hole developing in the crankcase, was rescued by the U.S. N. Destroyer HULL on the morning of April 16th. The crew of the Destroyer found Major Martin and Sgt. Alva L. Harvey, his mechanic, waiting in the plane for assistance. The HULL towed the plane to Kantak Island and landed it safely there.

In a dispatch of April 19th from Pearl Creek at Dome, Alaska, Major Martin told of the trouble developing in his motor, the breaking of the hole in the crankcase and the landing in the calm waters of Portage Bay, all without incident. Following the landing at 2:30 p.m. on the 15th, he and Sgt. Harvey taxied the plane near the shore, threw out the anchor and remained with the plane awaiting assistance. Periodically he fired his distress signals, and before the arrival of the HULL at 5:30 the morning of the 16th all his ammunition had been used up. The night was calm and clear, with the moonlight aiding in their watch on their plane. During the long hours of waiting they experienced the best days of weather that had existed in that locality in eight months. The Major stated in his wire:

"Wonderful weather our salvation", and requested the Chief of Air Service to express his appreciation for the destroyers which made the 312 miles under top speed to aid him, from 7:45 the night of the 15th to 5:30 the morning of the 16th. <sup>Field</sup> Mr. Reed, a representative of the Standard Oil Company in their Pearl Creek at Dome, drove 18 miles in deep snow to aid in the search, and through him Major Martin dispatched his report to the Chief of Air Service.

Orders were issued to the flyers from the War Department directing them to remain in closer touch with one another while in flight and eliminate the possibility of a recurrence of the lack of information upon the location and condition of any one of the planes in the event of a forced landing.

The U.S. Revenue Cutter ALGONQUIN carried a new motor, spare gas pump, gas and oil for Major Martin's plane, and upon completion of the necessary repairs to the disabled plane the commander of the flight will proceed to Chignik, refuel there, and then push on to rejoin his comrades at Dutch Harbor.

The world flyers left Seattle for Prince Rupert, British Columbia, at 9:00 a.m. April 6th and arrived at their destination at 4:54 o'clock in the afternoon, covering a distance of 650 miles. Necessary repairs to the Flagship SEATTLE delayed the flyers at Prince Rupert. They left for Sitka, 300 miles distant, at 9:00 a.m. April 10th and arrived there at 1:50 p.m. The take-off from Prince Rupert was made in a rain storm and for four hours the flyers pushed through the rain. Shortly before reaching Sitka the weather cleared and landings were made without difficulty. The Canadian Drydock Co. assisted the flyers in servicing their planes.

Unfavorable reports of weather conditions ahead again delayed the airmen. Lieut. Clayton Bissell, the Advance Officer of the First Division of the World Flight, reported the route from Sitka to Cordova as being the most hazardous in that division, due principally to the lack of available landing area should it be necessary to stop en route. Leaving Sitka the flyers follow the shore line and by passing over radio stations at Scapstone, Port Attkrop at Khaz Point, Yakatat, Katalla and Mile Seven, their progress can be checked. Numerous icebergs are sighted along this route, and a chain of high mountains lie inland to the right, Mt. LaPerouse (10,756 feet high) and Mt. Crillon (12,727 feet high) standing out most prominently. The glaciers from this range come down to the shore, and breaking off there form icebergs in the Pacific.

The weather being good, the flyers took advantage of it and, instead of stopping at Cordova, they made a direct flight of 610 miles to Seward, leaving Sitka at 10:00 a.m. April 13th and arriving at their destination at 5:00 p.m. Seward, at a latitude of 60 deg. 6 min., is as far north as they will go until they reach Angmagalik, Greenland, when they will be at 66 deg. 43 min.

The route from Seward to Chignik is also a difficult one, the airmen deviating from a straight line in order to pass over a better course and near a number

of small settlements, going by way of Chugach Island; the entrance to Cook Inlet; The Barren Islands; along the shore of Kodiak Island to the head of Uyak Bay; thence along the headlands projecting from the southeastern shore of the Alaskan Peninsular to Chignik, the end of their 475-mile hop. An altitude of 5,000 feet or more is necessary to clear the mountains and afford the airmen a safe gliding height when passing over bad stretches. Numerous glaciers and several volcanoes are on the course, the most notable being Bear Glacier, Katmai Volcano and the Valley of Ten Thousand Smokes. Chignik is a native village, consisting of half a dozen unpainted houses, two or three huts, two churches and the buildings of the Northwestern Canneries Co. Among the supplies shipped, it was found necessary to include blankets for the flyers. Sgt. Rogers of the Signal Corps went there to operate the radio station of the Canneries Co. and to receive the flyers.

The arrival of the airmen at Seward marked the completion of the first tenth of the aerial journey around the world.

Leaving Seward at 10:30 a.m. on April 15th, three of the planes reached Chignik after a flight of 6 hours and 25 minutes. Major Martin, as previously reported, dropping out of the formation and making a forced landing in Portage Bay, about 100 miles short of Chignik.

The flight from Chignik to Dutch Harbor, a distance of 400 miles, is over one of the most desolate of the sections of the Alaskan Peninsular. A portion of the volcanic region of the peninsular is passed over where Pavlof, Shishaldin and Makushin Volcanoes are sighted. Pavlof Volcano, 8,900 feet high, and Shishaldin Volcano, 9,387 feet high, are prominent, active and almost continually smoking. The latter is in the middle of Unimak Island.

The start from Chignik was made at 11:00 a.m. April 19th, and after a flight of seven hours and ten minutes, embracing several hours of fighting strong winds, the three planes arrived at Dutch Harbor at 5:10 p.m.

The commander of the Bering Sea Patrol Force of the Coast Guard is cooperating with the flight in the conditioning of their planes and will send the Cutters HAIDA and ALGONQUIN out along the Aleutian Islands to assist the flyers at their next stop at Nazan on Atka Island.

#### CORPS AREA COMMANDER INSPECTS THIRD ATTACK GROUP.

Major General Lewis, commanding the 8th Corps Area, accompanied by several members of his staff, recently conducted a tactical inspection of the Third Attack Group at Kelly Field, San Antonio, Texas.

The exercises undertaken were diving attacks, using synchronized guns and 25-pound practice bombs, on targets situated on the airdrome, horizontal attacks using 50-pound demolition bombs, and various combat formations over the airdrome. The horizontal bomb attack was particularly successful, all bombs striking within a radius of 50 yards from the target, which was demolished.

The Operations Office, Aero Repair, Machine Shop, Hangars and Motor Transportation were also inspected.

The inspection was conducted without a hitch and was apparently a success, the pilots and observers being especially commended by the Corps Area Commander for their excellent showing. The Transportation Officer was commended for the condition of the motor transportation, he having made a statement that all vehicles could be moved from the parking line within ten minutes, and when called upon to do so by the Corps Area Commander fulfilled his statement.

#### COST FINDING METHOD USED AT SAN ANTONIO AIR DEPOT

The following method of cost finding at the San Antonio Air Intermediate Depot, Kelly Field, Texas, based on the instructions of Air Service Circular 65-4, is now in use and may be of interest. The Cost Department prepares a table each month showing the hour and fractional hour rates of pay of all employees. This is done by dividing the various monthly or semi-monthly rates of pay by the work hours in the month or half month. It checks the time cards turned in to the Cost Dept. daily by each employee, showing the time spent in working on the job accounts to which he has been assigned, against a correct list of employees to insure that the cards of all have been received, or that those employees from whom no cards have been received are accounted for on the absentee list. It opens a labor cost record and a material cost record for each job and engineering overhead account during the month and posts to these accounts the time worked and its cost and the material costs from the time cards

and the material charge slips. It notes from the time cards and material charges whether labor or material is being charged by any department to accounts for which no work order has been approved. It opens tentative accounts for these charges when approved, and requests work orders covering them. At the end of the month, or when a job is finished and all charges for labor and material have been compiled respectively on labor and material records to the various accounts to which they pertain, the total charges for labor and material to each account are consolidated, or rather recapitulated on special forms, according to classification, one form for each account. These recapitulated accounts (there were 495 of them in February) are listed - a line for each account - according to classification on special forms and their totals of work hours, labor costs, and material costs are found. From these monthly summaries of costs, a final summary of all costs is prepared by listing the totals for each class of accounts. This final summary on one sheet of letter size paper shows at a glance the hours worked, the material used, and the costs for the month.

The general engineering overhead costs are distributed pro rata to all other accounts. The sum of the general engineering overhead accounts divided by the sum of the charges to the other accounts, is the percentage of general engineering overhead. With this factor the overhead is readily computed and charged to each account.

Lists of completed jobs, according to their classification, are prepared at the end of each month. These lists show all the jobs finished during the month only and their costs from the beginning to their completion, even if they were begun several months before they were finished.

By obtaining a statement of pay roll charges from the Finance Officer, a statement of material charges from the Supply Officer, and a key to the symbols employed, the cost account can be readily analyzed and checked for accuracy in a few minutes.

#### UPPER AIR RECORD

By our McCook Field Correspondent

March came in like a lion in the vicinity of McCook Field this year, and March 7th was a day of such fiendish bitterness, storm and winds at the surface of the earth as only March could fashion. Most of us turned on radiators, frowned at ventilation, and invented excuses for procrastination of missions which would take us afield. At 12:37 Central time, however, lured by Major Blair's report of a 51-mile per hour wind and favorable weather conditions at 7,000 feet, Lt. Hugh Barksdale, test pilot, and Mr. Bradley Jones, navigator, no doubt impatient at the way the weather was behaving at the surface, mounted a DH and, with New York City an agreed and always agreeable goal, headed their plane in that direction. The DH was a cross-country navigation model, carrying 155 gallons of gasoline, 12 gallons of oil, and weighing about 600 pounds more than the ordinary DH. It was equipped with the latest vertical instrument board and navigation instruments, including the earth inductor compass, flight indicator and drift meter. A sextant was also taken and readings made from time to time.

Through the cumulus stratus clouds which were banked heavily above the surface of the ground, the DH rose rapidly to 7,000 feet. The ground was covered with snow, but only flashes of it could be seen now and then, and after Fairfield, Ohio, no land checks could be made at all.

Navigator Jones measured the drift carefully which, because of the tail wind, was at no time more than 3 degrees. Newark and Columbus were invisible. The Ohio River could not be spotted. After 100 miles of flying, the DH was forced up to 13,000 feet, which was its ceiling, to escape the severe snow storms. After the first 350 miles of flying, the wind, upon whose help they had been counting, died out. For two and one-half hours, the path of the DH lay in and out of clouds, sometimes remaining wrapped in them for 15 or 20 minutes at a time. The Liberty engine did not whimper.

Finally descending through the clouds to 7,000 feet, the Susquehanna River was picked up, and the first land check after three hours of flying was made on Reading, Pa. From there on the 7,000 ft. altitude was maintained, still largely above cloud formations.

New York Harbor lay under a heavy fog, but so truly had the DH been held to her course that she came through the clouds to find herself just above it. Over Brooklyn at 200 feet, Navigator Jones spotted a small anti-aircraft gunner with a toy gun, taking careful aim at them - a small symbol of other times. The landing was made at Mitchel Field at 4:22 Central time, or 5:22 Eastern time, the distance of 575 miles having been covered in three hours and 45 minutes. This is the

fastest time ever made for this trip, breaking the former record of four hours and four minutes made by Lieut. Pearson and Mr. Jones on Jan. 18, 1923.

The flyers were warmly welcomed at Mitchel Field and every detail of the flight was gone over many times. Great interest was also taken in the lectures given by Mr. Jones in the next few days on the instruments which made the record possible. But Lt. Barksdale was reminded by telegram that he had an engagement to stand by his basketball team on March 12, so the pair took off for the return trip at 9:21 a.m. on that day. March was behaving in the East, however, as "Marchy" as she had behaved in Ohio, and the flight was made bucking a 50-mile cross wind all the way. Although the time for the return was 6 hours and 8 minutes, from the point of view of navigation the flyers considered it a greater success than the flight East for, notwithstanding the strong cross-wind, they struck down through the clouds after flying for three hours out of sight of land just north of Columbus, barely ten miles off their course.

Lt. Barksdale arrived in time for his basketball game, though he had to play it with a "ring around his neck", while Navigator Jones nursed a frozen nose.

#### AN ANXIOUS INQUIRY ABOUT CHANUTE FIELD

We haven't heard from Chanute Field for quite a spell, and so the following letter received from one of our readers is rather timely:

To the editor of the air service noos letter:

Aint the air service at chinoot field no more i dont here nothin from thare and the noos letter wich i reed all the time when i aint got nothing else butt dont say nothin ababout chinoot field. I see lotsa noos about sargents and uther orficers looking for blonde indians in Panamah and lootenant McPike made up as Napoleone and goluf flights and all sortzof funny doins for air serviss peelots but i dont see nothin ababout chinoot field. Is it crashed or sumthin?

Say, cheef, i aint herd nothin more about that hellcopeter wot was maid out thare at Dayton. i aint so strong for funny lookin things lik that but it wud be a grate thing tu hav when a farmer wont let yu outen his ote field widout payen a dollar an ote, eh Hank?

Ef you see that airship peelot jimmy healEy, tel him i wuz askin for him.

B.Y.O.B.

419th shootzenfestgruppe.

#### METEOROLOGICAL SERVICE FOR AROUND THE WORLD FLIGHT ✓

By our McCook Field Correspondent

Every important flight made by the Air Service, including the Transcontinent-al non-stop, the World's Duration Record, Speed and all altitude flights wait after all preparations have been completed for the nod of the weather man to start them. So, it is not unusual that from the beginning the necessity for expert meteorological service for the World Cruise has been a gravely considered factor. It was for the purpose of giving a condensed course of instruction in Meteorology to the flyers that Major W.R. Blair, S.C., McCook Field, went to Langley Field in January. It was realized that only the merest fundamentals of such a broad subject could be imparted in the short time allotted, but these fundamentals, it was decided, would be invaluable to supplement such service as would be available along the route and, in case of forced landings or other emergency, might make the difference of making or breaking the expedition.

In most instances, we think of weather conditions in connection with aviation as affecting the ship in the air. When it lands, it can be safely stowed in a hangar. But where pontoons are used and the planes are anchored on the water, the airplane is as much at the mercy of the weather after it has come down as it is in the air. Because of the lighter construction, a storm in a harbor would be infinitely harder on an airplane than on ships anchored there; hence during the portion of the cruise that the airplanes are on pontoons, the weather will be as important an item to the flyers when they are out of the air as when they are in it. If storm is predicted for the harbor in which they are anchored and the next landing offers fair shelter, it may mean a hurried take-off. If a take-off is planned and storm is predicted for the next harbor at their time of landing, it may mean a delay. If heavy fog is predicted at their time of landing in a strange harbor, it would also necessitate delay, as such a landing might prove fatal if the coast were mountainous or held large promontories, or there were ships at anchor.

Fortunately, over most of the course, with the cooperation of the foreign countries visited, satisfactory meteorological service will be available. There are but two regions, one at the beginning, the other near the end of the cruise where extra help has been considered important, the former from Dutch Harbor to the Island of Shimushu in the Kuriles, the latter across the North Atlantic, from Thorshaven, Scotland, to Iceland and Greenland.

To help insure safe passage through the first of these zones, Major Blair left McCook Field on March 31st for Seattle, Wash., where he will board the U.S. Coast Guard Cutter HAIDA for Dutch Harbor, Alaska. By the time Major Blair arrives, it is expected that the cruise will have made this point and he will hold a conference with Major Martin, flight commander, and Lieut. Clayton Bissell, Advance Officer, as to the best meteorological policy to be pursued.

Two U.S. Coast Guard Cutters, the HAIDA and the ALGONQUIN, have been assigned as convoys to the world flight for furnishing communications and other facilities. Both ships are equipped with radio sending and transmitting sets, the range of that on the ALGONQUIN covering 1,000 miles day and night, and that on the HAIDA 400 miles by day and 1,000 miles by night. Dutch Harbor has a Naval Radio Station with a range of 15,000 miles.

As a result of the conference, it is expected that the general plans already made with any modifications that are feasible at the time will be adhered to. In this case, Major Blair will steam out to Chicagoff, on the Island of Attu, while the ALGONQUIN proceeds to the intermediate landing point, Nazan, Island of Atka. In this position the steamers, with the Naval station at Dutch Harbor will form a communication chain by which the flyers can be kept well advised of harbor and upper air conditions.

The good harbor of Chicagoff having been reached by the flyers, Major Blair will attempt to get into communication with the Island of Shimushu in order to get the airplanes there at a time favorable for landing and for sighting the island at a distance. This jump is considered the most ticklish of the whole cruise. A Japanese cruiser is stationed here, and it is hoped that a U.S. destroyer will also be there at the time. Both these ships would be equipped with radio. Prevailing winds in April at Chicagoff and Dutch Harbor are West and Northwest up to twenty miles per hour. If only the little God Chance could be persuaded to blow them East for the flight, it would help quite a bit.

Major Blair is taking with him full equipment for ascertaining upper air conditions, including the small rubber balloons which, when sent aloft and observed through a theodolite, indicate the wind direction and speed; theodolites, barographs, thermographs, compasses, and last but not least, a thoroughly reliable time piece. Much study on the mean conditions of the region has revealed the vagaries of its climate, while tables have been made up showing average temperatures, wind directions and speed, number of gales, which are winds of over 30 miles per hour velocity, foggy days, calms, rains and storms.

Definite plans have not yet been completed for covering meteorologically the hop across the Atlantic. They will be announced at a later date.

#### FLYER VISITS NEW CAVERN.

Lieut. Rush of Kelly Field recently made a cross-country flight to Carlsbad, New Mexico, the site of the Carlsbad Cavern, which has been only partially explored and which excels in grandeur and beauty the famous Mammoth Cave in Kentucky. Lieut. Rush was informed that he was the first flyer to come there to see the Cavern, and the guide stated that he would try and have a flat near the mouth of the cave cleared for a landing field. Anyone visiting the Cavern should be prepared to do an unusual amount of walking and climbing, and as at least one meal is usually eaten in the cave, a lunch would be a pretty handy article of equipment.

#### AIRPLANE TRANSPORTS DESERTER TO PLACE OF TRIAL

The first time on record of transporting a prisoner to place of trial occurred recently at Wilbur Wright Field, Fairfield, Ohio, when Sergeant O'Neil of the 88th Squadron, stationed at that field, flew to Norton Field, Columbus, Ohio, in a DeHavilland plane, taking with him Private Stuck as prisoner. Private Stuck was picked up in Dayton by the civil authorities and turned over to Wilbur Wright Field as a deserter.

Needless to say, the prisoner "stuck" to the plane and lived up to his name.

## AIRMEN PARTICIPATE IN MILITARY TOURNAMENT IN PHILIPPINES

During the Military Tournament which took place recently at Fort McKinley, P. I., the aerial photographers of the Sixth Photo Section, Camp Nichols, P. I., put on an exhibition by flying to Fort McKinley, taking three aerial photographs of the athletic field, flying back to Camp Nichols, developing and printing the pictures, and returning to Fort McKinley, dropping the pictures on the field. The time consumed by the winning team was 31 minutes, which our Correspondent believes is a record for this kind of work.

The Photo Trailer and truck was one of the many attractions at the Tournament and was in excellent condition, due to the hard work of the members of the Photo Section, and they performed the field work of a Photographic Section in a commendable manner, winning praise from General Bundy and other high officials present.

## FRENCH NAVAL OFFICERS VISIT CAMP NICHOLS

Eight French Naval officers from the Cruiser JULES FERRY recently paid a visit to Camp Nichols, Rizal, P. I., and spent the forenoon there taking several flights around the post. In return for this courtesy the Naval officers invited the officers of the post and their families to tea on board the French Cruiser. The Air Service officers were highly complimented on the condition of their planes and the post in general.

## JAPANESE OFFICERS VISIT KELLY FIELD

Kelly Field, Texas, recently entertained three officers of the Japanese Army, Lieut.-Col. Matsuda, Major Tadashi Naka Ni Shi and Captain E. Sugawara. This entertainment consisted of a demonstration of the horizontal attack using 50-pound demolition bombs, three diving attacks demonstrating the combined use of synchronized guns and bombs, an attack with flexible machine guns, and an examination and explanation of the functioning of DH4B planes, their various controls and equipment.

The 8th, 26th and 90th Attack Squadrons combined furnished five airplane formations for a total of 15 planes for this demonstration.

The visitors arrived at the 3rd Attack Group Area at 10:45 a.m. and were received by Major Brereton, the Group Commander, and his staff, who conducted them on a tour of inspection of the ships on line. The signal was given to warm up the motors, the visitors donned flying togs, and Capt. Sugawara, piloted by Major Brereton, Major Naka Ni Shi by Capt. Harvey and Lt.-Col. Matsuda by Lieut. Gaffney, observed at close range the effects of 1800 pounds of high explosives when dropped from an altitude of 500 feet. At the conclusion of the attack, the Group demonstrated maneuverability by flying in various combat formations while low over the airdrome.

The visitors observed the diving attack demonstration from a vantage point on a hangar roof. Four attacks were made on targets situated in the center of the Group airdrome. The first three attacks were made by successive flights consisting of three planes, the flight diving in column, firing forward guns and then dropping their bombs, at the conclusion of which the flight rejoined the remainder of the Group which was acting as protection against enemy aircraft. One attack was then made by the Group, in column, upon the same targets, using flexible machine guns.

An inspection of a 37 mm aircraft gun and a DH4B plane fully equipped with armament was then made. Lieut. Gaffney, the Group Operations Officer, acted as exhibitor and described in detail the armament and various controls. The visitors took much interest in everything shown them and examined the plane and its equipment thoroughly.

These officers appeared very much interested in all phases of the inspection and all equipment which they were privileged to inspect. Col. Matsuda stated that there was a vast difference between flight conditions here at Kelly Field and those experienced in Japan, and that landing facilities in Texas contrasted very greatly with those afforded in Japan. Major Naka Ni Shi stated that in his experience in flying over Japan he oftentimes was forced to land in rice paddies and found himself upside down in the mud. The inspection was followed by luncheon at the Officers' Club, at which the visiting officers were the guests of the offi-

cers of Kelly Field.

Following the luncheon they were escorted to the Wing Operations Office where they were explained the system of obtaining meteorological data, landing field facilities, records, cross-country regulations, training schedules and means of communication between our station and others more distant from San Antonio. Special interest was shown by these officers when the large Mack Lighting Truck with the Sperry Light was rolled out and its merits explained. After being shown through this department the visitors were taken to the 10th School Group where training methods were explained. Following this they were taken to the Air Intermediate Depot at Kelly Field #1 for further interesting views of our Army Air Service.

#### A BOOST FOR THE SAN ANTONIO AIR INTERMEDIATE DEPOT

The San Antonio Air Intermediate Depot lies about 6½ miles southwest of San Antonio, between the tracks of the Southern Pacific and the Pearsall Road. The warehouses, shops, offices, quarters, and the flying field cover an area of approximately 1,000 acres. The field slopes almost imperceptibly towards Leon Creek to the southwest, affording excellent drainage. About ten or twelve years ago this field was a dense mesquite thicket where only cattle and horses grazed. A year or two later the brush was cleared off, the land broken, and cotton, corn and vegetables were grown for the San Antonio markets. Then artesian wells were driven and much of the field was irrigated. Now tarviated and gravelled roads, railroad tracks and sidings, great warehouses, busy shops, neat bungalows surrounded with green lawns and shrubbery, baseball grounds, polo field, volley and tennis courts, and a concrete swimming pool give comfort, convenience and an air of bustling activity. The elevation of the field above the city of San Antonio and the San Antonio Valley is such as to give the fortunate residents full advantage of the Gulf breezes, which nearly always prevail during the long dry summers. Driving out from San Antonio on a summer evening, one always finds the air fresher and perceptibly cooler here.

Excellent boating, bathing and fishing are often enjoyed by the officers and their families at Medina Lake, a few miles away, where the officers maintain a boat and a rustic lodge. Beautiful and picturesque drives, over excellent roads and across plain and mountain, passing fertile green fields and age old missions, can be enjoyed. In the Spring, the uncultivated fields and roadsides are a riot of wild flowers. Blue bonnets, wind cups, paint brush, asters, daisies, galliardia and coreopsis, mixed and in patches against background suggest an enormous, wrinkled and beautiful tapestry flung by some giant hand across the earth for man's delight and wonder.

#### DAILY REPORTS FORWARDED BY AIRPLANE

A new wrinkle in the messenger system was developed at Camp Nichols, Rizal, P.I. Every morning a plane is scheduled to fly over the Air Office at Manila and drop a message bag containing daily reports. This duty requires excellent control by the pilot and nicety of aim by the observer.

#### NEW OSCILLAGRAPH ✓

A new apparatus for testing the relative accuracy of different forms of stabilizers for instruments without putting them through the expense of flight tests has been developed recently at McCook Field, Dayton, O. The apparatus duplicates any rolling, pitching, accelerations or oscillations to which the instruments may be subjected in the course of actual flight. The performance is photographed during the oscillograph test for further accuracy of determination. The amplitude or period of oscillation may be varied for any combination of movements or for all compounded. This apparatus not only saves the expense of flight tests but procures an accuracy impossible to be measured in any flight.

#### PROTECTING WING FABRIC FROM ACID AND SMOKE SCREEN CHEMICALS ✓

The tail surfaces of a DH4B plane at McCook Field were lead coated by means of a metal spray in order that the fabric may be protected from the attacks of the acid formed from the condensation of chemicals used in producing smoke screens. This airplane, which is to be used by the Chemical Warfare Div. in its experimental work, was flown to Aberdeen Proving Grounds, Md. by Lieut. H.R. Harris.

## PRODUCTION AT WILBUR WRIGHT FIELD MAINTAINED AT HIGH LEVEL

During the last half of March the production of airplanes and engines in the Repair Shops at Wilbur Wright Field, Fairfield, Ohio, was maintained at a high level. The following have been reported as completed: 4 DH4B's, 2 DH4B's (Airways) 5 JNS, 8 Liberty engines, 7 Wright I, 2 Wright A and 6 Wright A2. Thus the total for the 15-day period was eleven planes and twenty-three engines.

## PREPARATIONS AT SAN ANTONIO FOR NATIONAL BALLOON RACE

Space in one of the large hangars at the San Antonio Air Intermediate Depot, Kelly Field, Texas, was prepared for laying out and inspecting the balloons which participated in the National Elimination Balloon Race, which started from Kelly Field on April 23rd, in connection with the celebration of San Jacinto Day. Arrangements were also made at the lower end of the field for inflating the balloons. All of the officers of the Depot were either participants in the exercises of the day or were members of committees on arrangements. Prior to the start of the race Lieuts. Ivan G. Moorman and Edward M. Powers were scheduled to fly remodeled MB3M planes in the airplane races.

## AIRPLANE AND ENGINE REPAIR WORK AT SAN ANTONIO AIR DEPOT

During the month of March the Engineering Department of the San Antonio Air Intermediate Depot, Kelly Field, Texas, repaired, remodeled or reconditioned 19 DH4B's, 2 DH4B3's, 1 DH4B-1, 3 TMMB-3M's, 2 NBS1's, 2 JN6HE's, 1 ambulance plane, 31 Liberty 12A engines and 6 Wright E engines.

## "TURN DOLLY" CONSTRUCTED AT KELLY FIELD ✓

A "Turn Dolly" for the purpose of turning the airplanes on the line preparatory to take-off has been designed and constructed by members of the Engineering Department at Kelly Field, San Antonio, Texas, and has proven a success. The "Dolly" is so constructed that two men can easily lift the tail of a DH4B airplane and turn it around. Two small airplane wheels serve as the fulcrum of the lever, which is a piece of lumber 4" x 4" x 12'. The wheels are joined together with a short axle, the lever being fastened on the axle, with the short end extending out just far enough to catch under the rear end of the fuselage, and gives plenty of leverage to raise the plane's tail clear of the ground and swing it around. The "Dolly" not only eliminates a great deal of labor and time but decreases the chances of damage to the fuselage by allowing the men to lift the tail of the plane around as they formerly did. A second one of these "Dollies" is being constructed which will greatly increase the efficiency of the line force at the field.

## AN EVENTFUL FLIGHT FROM KELLY FIELD TO THE PACIFIC COAST ✓

Two airmen from Kelly Field, Texas, Lieut. Ray H. Clark and Master Sgt. Reuben E. Wiseman, tried their best to reach San Diego, Calif., in time to see the start of the around-the-world flight, but the late arrival of orders and inclement weather conspired together and caused them to miss the start by about 30 hours. They did, however, succeed in getting a few thrills while passing over the mountains in Arizona.

Authority for the flight arrived late March 15th and preparations for an early start the next day were completed before taps. A rainy day postponed the flight until the 17th, and a foggy morning further held them back until 11:15 a.m., when they hopped off under very uncertain weather conditions. With the exception of passing through several showers, the flight to El Paso was uneventful, landing being made at Ft. Bliss at 5:30 p.m.

Leaving Ft. Bliss at 6:30 a.m., March 18th, Lt. Clark followed the E.P. & S.W. R.R. to Pratt, N.M., where he left the railroad and experienced quite a thrill while passing through a terrific snow storm in Apache Pass of the Des Cabezas Range. Only Lt. Clark's thorough familiarity with the territory that he was flying over saved them from perhaps serious mishap, as only occasional glimpses of the mountains on either side of the pass could be had. After leaving Apache Pass, rain and snow storms were continually encountered and while passing over the Sierra Nevada Mountains the snow storm was so dense that it was impos-

sible for them to see land, and Lt. Clark had to rely on his compass for direction. Landing was made at Tucson, Ariz., at 9:30 a.m. for gasoline and oil.

They took off from Tucson at 9:40 a.m. and had an uneventful trip to Yuma, Ariz. Following the S.P. R.R. via Maricopa, to Yuma, they landed at 1:10 p.m. for gasoline and lunch. Left Yuma at 2:15 p.m. and flew through more rain and snow storms and landed at Rockwell Field, San Diego, Calif. at 4:00 p.m.

The next day, March 19th, they hopped off for Frisco at 2:10 p.m. and landed at Clover Field, Los Angeles, at 3:35 p.m. Lt. Clark spent the night with relatives, and at 10:30 a.m. the next day, March 20th, they took off again on the final lap to San Francisco. They got over the mountains all right and went as far north as Tulare Lake, where they encountered such severe storms that they had to turn back and landed at Bakersfield. Left Bakersfield at 3:00 p.m. and started back to Los Angeles but ran into storms over mountains and had to return to Bakersfield. They left Bakersfield again at 5:15 p.m. and again encountered rain and snow and had to get an elevation of 9500 feet in order to get above the storm. Landed safely at Clover Field at 7:10 p.m.

At 4:35 p.m. March 23rd they left Clover Field bound for Rockwell Field, encountering storms and severe wind, and barely escaped crashing into the mountains. Finally having to leave the mountain course they flew the rest of the way along the beach, landing at Rockwell Field at 6:10 p.m.

Left Rockwell Field the next morning, although it was cloudy, and ran into sleet storm over mountain range. The snow and sleet was so heavy that it collected on wires and the air speed indicator was frozen to such an extent that it was of no use. Came down out of the clouds and flew over the valley and landed at Yuma, Arizona, for gas at 9:30 a.m.

The remainder of the trip back to Kelly Field was uneventful and landing was made at Kelly Field at 4:50 p.m. March 25th.

#### NIGHT FLYING TO BE INCREASED

An order which holds great significance as to the strides made in night flying was received by the Engineering Division, McCook Field, Dayton, Ohio, directing that two JN6H, twelve MB3A, eighty DH4B, sixty-five NBS-1 airplanes be equipped for this purpose. All equipment is obligated at the Fairfield Air Intermediate Depot or is on order and will be shipped to the various stations where changes will be made. Instructions for equipping the planes for night flying are being prepared by the Engineering Division for distribution.

#### NIGHT WORK IN KELLY FIELD WING OPERATIONS OFFICE

2:00 a.m. on a certain cold March morning.

Certainly I'm IFish. Can't you hear that phone? Some of you men could sleep through anything. I wonder if those pilots on cross-country realize just how much trouble and bother they cause this office by not reporting their arrival at destination promptly. That is the fourth time I have answered that phone tonight since retiring. All were wives wondering whether or not friend husband had arrived safely, and it later develops that friend husband lands at 5:00 p.m. and forgets to send wire, notification of arrival, until 9:30 p.m. Operations is certainly a good name for this place. We operate all right. Night and day. Sure will be glad when that telegraph operator comes out of the hospital. Will cut out some of this relaying these telegrams over the phone. Those K v K messages on weather sure do sound funny. That radio operator at Ft. Sam started calling those numbers to me today and I wondered if he was giving me a lesson in mathematics. Yes, it is still raining. Twelve ships away from home and all not accounted for. Sure will be some good excuses offered when they return. No rest for us for a while. With that big celebration coming off the 23rd of next month and pretty weather, we will be here all hours. Glad I got these lockers finished today. Will have to put that in the News Letter. Visiting pilots can rest easy now that we have a place to keep flying equipment for them. That last exhibition some one lost a parachute. Sure will be a bunch here too on that balloon day. The heavier-than-air exhibition will far exceed the last one we had for Army Relief. "Turn off that light and let's try to get some sleep." Who eats first for breakfast this morning? Don't let me forget to hold that airways ship. Good night.

## NOTES FROM AIR SERVICE FIELDS

Kelly Field, San Antonio, Texas, March 8.

### Cross Country Flights

Lieut. Ralph A. Snavely returned from Springfield, Mo., in a DH4B and reported a pleasant trip both ways. He encountered no difficulties either way and made several good landings en route, especially at Snavely Field, Springfield, Mo.

Capt. McDaniels, Lieuts. DeFord, Dunton and Burt, accompanied by four mechanics, flew to Chanute Field via Model Airways. Lieuts. DeFord and Burt were forced down at Dallas, Texas, due to motor trouble. Lieut. R.A. Snavely ferried an engine to that station as replacement.

Lieut. George E. Rice flew to El Paso, Texas, and had a forced landing at Marfa, Tex. Lt. Cronau and three men flew to Ellington Field to procure material for new photographic laboratory and to take aerial photographs of that vicinity.

### Sports

The 40th Squadron basketball team won by forfeit from the Medical Dept. and still maintains 1,000 percent in the Post League. - The baseball team of the 42nd Sqdn. is being worked into shape, and if successes are in proportion to enthusiasm it should be a world beater. - The basketball team of the 8th Attack Sqdn. won two games and lost one during the past week, also forfeited a game to the 60th Service Sqdn. The toughest battle of the week occurred at Camp Normoyle March 3d, when the Normoyle Five won 44 to 43. The games won were at the expense of the 3rd Attack Group Hqrs. and 41st Sqdn. All the team wants now is the scalp of the 40th Sqdn. and they will close the season perfectly satisfied. - The baseball season is on in full swing, and the 8th Attack Sqdn. team was organized with Staff Sgt. Thompson as manager and Pvt. Carlock as Captain. Snappy new uniforms were received and practice games are being arranged. - The 13th Attack Sqdn. started baseball practice and hope to have as good a team as last year. Although several of the old players were discharged, early workouts indicated that there are some real good players among the new men. - The 60th Service Sqdn. basketball team gave the team from the 40th School Squadron a hard battle for the championship of Kelly Field on Feb. 28th at the Army "Y", San Antonio, the score being 12 to 14 in favor of the 40th. This game ended the season for the 60th Sqdn. - The Hqrs. 3rd Attack Group basketball team won by forfeit from the 13th Attack Sqdn., which failed to appear at the scheduled time. This makes the team's average .666, with six wins and two losses, not so bad taking into consideration the fact that Hqrs. has a strength of 30 enlisted men as against at least 130 men of the squadrons. - The 40th Sqdn. baseball team has been working out every spare moment, and considerable improvement has been noted. New equipment was purchased and games are being scheduled. A practice game was played with an organization which recently purchased new uniforms and thought they were the only organization on the field with their brand new equipment and bright uniforms, but as the game progressed the boys with the new uniforms formed a different opinion, especially in the 5th inning, when Barbazon of the 40th tripled with the bases loaded, and the 40th emerged with the big end of the score.

### TENTH SCHOOL GROUP.

**FORTY-FIRST SCHOOL SQUADRON.** Four newly overhauled airplanes were received from the San Antonio Air Intermediate Depot, one dual and three gunnery, which gives the squadron a total of 19 planes. Seven are to be replaced in the near future with newly overhauled dual control and gunnery planes to be used for instruction of the new class of students of the Advanced Flying School.

**FORTY-SECOND SQUADRON.** While 30 men each day are firing on the pistol range, the squadron has by a determined effort kept sufficient ships in commission and on the line to accomplish a flying time of 84 hours.

**FORTY-THIRD SCHOOL SQUADRON.** "Cap'n Mac, Sir -- I beg your pardon, you here, Strick? Capt. McDaniel gone again, Chanute huh? Three weeks, Christopher! and allowing for the seagoing qualities of those Martins you'll be the big noise around here for a month at least. Thought he had enough of Martins after that sojourn in the Oklahoma mud last month."

"Your neck isn't in sight yet. Well, perhaps it'll appear in another week or so. - It was rammed in pretty far. Did you feel the jar in your feet? These MB's had better keep their wheels on while we're flying them. I've about used up my luck with them. Has the ambulance visited the scene yet?"

"Say, Strick, these other corn fed sports all want an empty bottle for their coat of arms, too, so the chief says we'll have to use something else for our

squadron insignia. J.K. was collecting some likely mascots with a pair of pliers the other day, might use them. But we're not saying anything just yet, are we?

"I see the last of the crowd arrived from Ellington. Must have had quite a celebration there last Sunday. Did Bright Eyes chase after you again? Publicity me eye, the kiss would have been worth it anyhow. Too bad you had to come home a day early, though, and with the triumphant flush of Galveston still on your brow, found a very sick gas report left undoctored by your far flitting engineering assistant. Can't blame him though, for it is rumored that he's lost his taste for gasoline."

"Well, I must hurry off and see that our Sperrys are kept healthy. Not everyone is as clever at knocking down fences with them as Lt. Peck. See you later. Tell Dick Aldworth to get squirt guns if he can't get Pyrenes."

**TWENTY-SECOND PHOTO SECTION.** During the past week this organization was engaged in making mosaics of Camp Bullis, Texas.

**FLYING CADET DETACHMENT.** The Cadet Squad are still devoting most of their time to their ground studies, especially Radio, with the expectation of becoming Radio Bugs. In addition, they have been making hurdle landings, etc., and the flying is considered above the average.

### THIRD ATTACK GROUP

**EIGHTH ATTACK SQUADRON.** Training and operations of this organization during the past week consisted of practice formation flying and attack and tactical exercises using Browning flexible machine guns and 50-pound demolition bombs. The increase in the number of bomb and machine gun hits each day is the result of daily practice of tactical exercises.

One hour of class room instruction on "Organization Attack" is being held for both officers and enlisted men, four days each week, the Officers' School being held in the Group Operations Office and the Enlisted Men's School in hangar #24 and supervised by Sgt. Buechter.

On March 1st the squadron participated in a wing review, immediately following which all members were assembled near the barracks and given instructions by 1st Sgt. Teagarden on pistol trigger squeeze and correct manner for aiming and firing. The squadron goes on the target range this month and these instructions, if adhered to, will improve a large percent of the men's qualifications.

Lieut. Moorman, inspecting officer from the S.A.A.I.D., made a thorough inspection of all planes and motors of this organization on March 4th.

Lieut. Long, recently assigned to this organization, returned from a leave of absence and took up the duties of Squadron Supply Officer and Squadron Transportation Officer, vice Lt. Carr, relieved. This increase of our commissioned personnel will be of great assistance to Lieuts. Crocker and Carr, who for the last two months assumed all the burdens and responsibilities of the organization.

Tech. Sgt. Duffin and Staff Sgt. Green joined recently from Langley Field, Va., both being transported to this station by the airways planes.

**THIRTEENTH ATTACK SQUADRON:** The past week was devoted to formation and machine gun practice, also in the practice of simulated machine gun attack getting ready for the general inspection by the Corps Area Commander next week. Using planes from the 90th Squadron, the sqdn. practiced horizontal bomb attack.

**TWENTY SIXTH ATTACK SQUADRON:** This organization participated in bombing practice and aerial gunnery on the range at Camp Stanley, Texas. The basketball team defeated the 60th Service Squadron 18 to 16 on March 4th, placing this squadron second in the basketball league. The game was considered exceptional, as the 60th had a strong team and one that had been victorious throughout the season.

Training for the post ball team for the 1924 season commenced and quite a number of embryo "Twirling and Swat Kings" are being given a try-out during preliminary practice. Staff Sgt. John Chawoniec returned from ChanutebField, Rantoul, Ill., where he recently finished a six months' course in the Air Service Mechanics School.

During the past week the grounds and surroundings of the engineering dept. were thoroughly policed, repairs made to the road walks and hangars and everything is in first class condition. Quite a number of recruits were assigned to this squadron and are receiving instructions in infantry training as well as a mechanical training.

**NINETIETH ATTACK SQUADRON:** Training and operations during the past <sup>week</sup> consisted of formation flying, horizontal bomb attacks, using 50-pound demolition bombs, and aerial gunnery using Browning flexible machine guns. Each say has shown an increase in the number of bomb and machine gun hits.

On March 1st the squadron participated in a wing review, immediately following which all members assembled near the Group Operations Office and were photographed.

One hour of class room instructions in garrison school for the officers is being held in the Group Operations Office four days each week.

A class in practical work on airplanes, motors, and radio is being carried on by the enlisted personnel. Men who have recently joined, as well as many of the older men are taking advantage of this opportunity to learn more about airplanes and motors. A class is being conducted each afternoon for instruction in locating motor trouble, etc., encountered during practical work. A class on aerial gunnery is being held by Sgt. Buechter, and this organization sends two men to attend the class daily. A few more excellent gunners will be available in the near future, as the class is successful in every way and the men are glad to avail themselves of this experience.

Lt. Moorman, inspecting officer from the S.A.A.I.D., made an inspection of all planes and motors belonging to this organization on March 5th.

SIXTIETH SERVICE SQUADRON: Lieut. O'Connell and Capt. Johnson, Med. Corps, arrived here at 3:15 p.m. March 4th from Ft. Sill, Okla., and took off at 8:00 a.m. the following day for Fort Bliss.

THIRD ATTACK GROUP HQRS. During the past week the Group as a whole compiled a total of 392 pilot hours, or an average of 18 hours per pilot, dropping just below the general average, due to inclement weather. The highest individual pilot time was 39 hours and 35 minutes.

Kelly Field, San Antonio, Texas, March 15.

#### TENTH SCHOOL GROUP

HQRS. TENTH SCHOOL GROUP: Major Hickam reported back on March 13th from a short leave and temporary duty in the Office of the Chief of Air Service.

Lts. Henry G. Woodward and Odas Moon reported for duty during the week, the former coming from the Philippines and the latter from Panama.

TWENTY-SECOND PHOTO SECTION: Capt. Calvin E. Giffin, Photographic Instructor of the School, left for Santa Monica in a Martin Bomber and took along a K-5 Camera for the purpose of taking pictures of the different landing fields over that route.

FORTIETH SCHOOL SQUADRON: The Squadron baseball team is working out daily. A practice game is scheduled for Sunday afternoon in San Antonio. From the present outlook the 40th will be in the pink of condition when the Post League opens April 1st. - Lt. Dwight J. Canfield returned on the 11th from Chanute Field with five enlisted men as passengers in his Martin Bomber. - Capt. Giffin, Lts. Kessler, Gates and Chapman, and Privates J.B. Williams and Jack D. Travis took off on the 11th for Clover Field, Santa Monica, Calif. in two Martin Bombers to witness the take-off of the ships on the trip around the world.

Word was received from Capt. McDaniels and Lt. Dunton of a safe landing at Chanute Field, no trouble being experienced en route.

Lt. Woodruff and four enlisted men returned from St. Louis, Mo. on the 9th over the model airways. A forced landing was made at Lewisburg, Kansas, and a new motor was installed.

FORTY SECOND SCHOOL SQUADRON: Major FitzGerald with his brother, Lt. Donald D. FitzGerald, as passenger and alternate pilot, took off from this field on Thursday morning at 9:40 for Santa Monica, Calif. The Major expects to remain over only long enough to witness the take-off of the pilots making the around-the-world flight.

HEADQUARTERS THIRD ATTACK GROUP: Second Lt. David W. Goodrich, A.S., on detached service at the Communications School, Chanute Field, since March 4th, reported for duty and was at once appointed Group Communications Officer.

EIGHTH ATTACK SQUADRON: All the enlisted personnel employed in the hangars of this organization were kept busy preparing for the tactical and technical inspection of all organizations of the Attack Group, made by Major General Lewis, commanding Officer of the 8th Corps Area on March 11th. The entire morning was taken up by tactical exercises performed by formations from the 8th, 90th and 26th Squadrons. This squadron furnished three planes for these formations, the participating pilots being Lts. Crocker and Smith and Corp. Henley. Three formations were carried out during the morning with the use of dummy bombs and fixed and flexible Browning machine guns. Fifty-pound demolition bombs were used during the last formation, using the target on range northwest of Kelly Field. The dummy bombing and machine gun firing was carried out on the field south of the hangar road. Upon completion of the tactical exercises, all the pilots and observers participating in the Group Maneuver reported to General Lewis, upon his request,

when he personally congratulated them upon the manner in which they so successfully carried out the prescribed tactical operations.

During the period between the first and second formations, the motor transportation of each squadron was inspected by General Lewis. This transportation was assembled near the hangar road opposite Hangar #20. Each vehicle was assigned a driver, all motors were started up and the transportation driven to the opposite end of the field and then returned to the Group garage.

Lieut. Long, recently assigned Squadron Supply and Transportation Officer, was relieved and assigned as Asst. Air Service Supply and Cost Officer.

**THIRTEENTH ATTACK SQUADRON:** Owing to the fact that this squadron's planes are not equipped with forward machine guns or bomb racks, we did not participate in the bombing and machine gun demonstration during Gen. Lewis' inspection. Pilots of this squadron flew planes from other organizations. The squadron transportation with other transportation of the Group was lined up on the flying field facing the hangars for the General's inspection.

The baseball team was organized with Staff Sgt. Morris as manager. Eighteen men were out for practice, including six of last year's team. From the way the new men are showing up in practice the other teams of the Kelly Field League will have a hard time keeping us from walking away with another pennant.

**TWENTY-SIXTH ATTACK SQUADRON:** Participating in the Tactical Inspection by Gen. Lewis, a 3-plane formation equipped with Browning flexible tourelle guns, Browning synchronized (forward) guns and terra cotta bombs loaded with black powder, took off at 9:00 a.m. and demonstrated to the General the efficiency of attack aviation. A target consisting of cloth strips laid out on the middle of the flying field was the objective. The first attack on the target was made by diving at it, and at a low altitude the forward guns were fired and at the same time the terra cotta bombs were dropped. The flight reformed with the Group and again attacked the target in Group column. This time the tourelle guns were used and an effective and destructive fire was delivered. The formation again took off with the Group at 10:40 a.m., all planes equipped with 4 50-pound demolition bombs. An attack was made on the bombing range northwest of Kelly Field. The targets were attacked by the Group in column of "V's", and were demolished.

**NINETIETH ATTACK SQUADRON:** Operations this week consisted of aerial gunnery and bombing. Fifty-pound demolition bombs and Browning flexible machine guns were used. This organization participated in an aerial demonstration with the Group. The attack was made near the middle of the Attack Group Airdrome, using 25-pound terra cotta bombs and synchronized and flexible machine guns.

On March 7th Lieut. O'Connor with Lt. Proehl as passenger made a cross-country flight to College Station, Texas. They were forced down at Luling, Texas, and the ship was completely demolished. Neither pilot nor passenger was injured. Lt. O'Connor and his passenger returned to the field the same date.

**SIXTIETH SERVICE SQUADRON:** Major Burwell, Wing Operations Officer, using Lt.-Col. Howard's special built DH4B-1, which was recently assigned to this organization, took off from this field at 9:00 a.m. March 2nd on a cross-country flight to Los Angeles, Calif. to see the four Douglas World Cruisers take off on their trip around the world. He was accompanied by Private Hicks of the 26th Sqdn. One of the San Antonio papers stated that Maj. Burwell was the first visiting Air Service officer to arrive there to observe the take-off.

Sgts. Fredericks and Putnam, stationed at Post Field, Okla., landed here at 3:18 p.m. March 6th, and took off en route to their home station at 11:15 a.m., March 11th.

Lt. Wiseheart, A.S., and Major Elser, Quartermaster Officer, also of Post Field, arrived here at 1:45 p.m. March 7th, and took off at 7:40 a.m. March 10th for their return flight.

Lt. Harbeck, flying a DH4B, <sup>which</sup> is assigned to the National Guard at Houston, Tex., arrived here at 5:00 p.m. March 7th and left at 1:00 p.m. on the 8th on his return flight.

#### Hqrs. 2nd Div. Air Service, Fort Bliss, Texas, March 7th - 16th.

Lieut. Evert made a cross-country flight to Gibson's Ranch and return on Feb. 29th. On March 11th he accompanied Capt. Bender and made a photographic flight to take a vertical photograph of the Hueco Tanks region.

Capt. Bender and Lieut. Gale made a radio liaison flight with the 1st Cavalry Div. Hqrs. on Newman Road at junction of Newman and Lee's Wells Road on March 10.

Lieut. Gale relieved Lieut. Evert as Supply Officer of the 12th Obs. Sqdn. on

March 14th. Lieut. Evert is still Supply Officer of the 2nd Div. Air Service.

Lieut. Douglas made a cross-country flight to Dryden, Tex., on March 5th, for the purpose of transporting Lieut. Gottshalk to that place. On the 14th Lieut. Douglas cross-countried to Columbus, N.M., and return.

Lieut. Weddington, who with Staff Sgt. Rhodes returned to this station on Feb. 29th from Brooks Field, Texas, where they were on temporary duty, made a photographic flight with Captain Bender to Dryden, Tex. on March 7th for the purpose of taking oblique photographs of the landing field at that place.

For the purpose of giving airplane rides to wives of enlisted men required to make regular and frequent flights, or who hold reserve commissions, flights were made from this station on March 13th.

Pvt. 1st Cl. Glenn E. Thomas left March 12th for Brooks Field, Texas, to enlist as a Flying Cadet in the Primary Flying School at that station.

On March 13th Lieut. Weddington and Staff. Sgt. Rhodes made a photoggraphic flight to take a vertical photograph of El Paso, Texas, and vicinity.

Lieut. Gale with Lieut. Weddington cross-countried to Douglas, Ariz. on March 4th for the purpose of flying the photographic plane back to this station.

Major Heffernan and Lieut. Evert made a cross-country flight to the Hueco Mtns. and return on March 4th.

Lieut. O'Connell and Capt. Johnson returned March 5th from a cross-country flight to Post Field, Okla., and Kelly Field, Texas.

Lieuts. Evert, Gale and O'Connell made a machine gun practice flight March 5th, firing at ground targets at the Donna Anna Range.

#### McCook Field, Dayton, Ohio, April 1.

Lieuts. James H. Doolittle and Lyman P. Whitten, student officers of the Mass Institute of Technology, arrived here from a cross-country flight from Boston, Mass. on March 8th, leaving on March 13th for the return trip to Boston.

Mr. J.R. Moser, Armament Section, left for Scott Field, Ill., in connection with installing bomb racks on a TC airship.

Majpr J.E. Fickel, Chief of Supply Division, Office Chief of Air Service, Washington, was a visitor at the Engineering Division recently, when he took up the question of coordination of work between the two divisions and discussed the schedules of production for the next fiscal year.

First Lieut. Harry A. Johnson, formerly of the 3rd Pursuit Squadron, Camp Stetsenburg, Pampanga, P.I., was assigned to the Engineering Division and, upon expiration of leave granted him, will report to McCook Field for duty. Lt. Johnson is at present en route from the Philippine Islands for Europe.

First Lieut. Edwin E. Aldrin, A.S., assigned to the Engineering Division, sailed April 7th for the U.S. from Europe, where he has been on his way home from the Philippines.

Lt. Mark A. Redman just reported his return from a six weeks' leave. He received orders detailing him to foreign service and will probably sail from New York by transport on or about April 18 via Panama Canal for San Francisco and take the transport scheduled to sail from that point about May 5th for the Philippines.

Lt. Ernest W. Dichman returned to this station from special duties at Clover Field, Santa Monica, Calif., in connection with the construction of the Douglas airplanes built at that city for the world cruise.

Lieut. Robert E. Robillard is convalescent from an operation for appendicitis

#### Luke Field, H.T., March 17 - April 1.

During the week ending March 14th many interesting and instructive operations programs were carried out by the Fifth Composite Group at Luke Field. The social functions of officers and enlisted men had a large part in the week's events, especially the St. Patrick's Dance held at the Officers' Club and the enlisted men's novelty dance on March 7th. The athletes of the squadrons had their part in the program also by submitting entertainment to the fans in the form of two baseball games, two volley ball games and daily practice by water and land polo teams in preparation for the Insular Tournament scheduled for the latter part of March.

The 72nd and 73rd Bombardment Squadrons participated in an Inter Island flight to the Island of Maui, carrying a number of Honolulu business men. These squadrons also practiced bombing at the harbor targets and camera obscura. The 6th Pursuit Squadron completed a test flight to the Island of Lanai, flying the speedy MB3A pursuit planes. This is the first attempt ever made by the aviators

here to fly this type of plane on the inter island trips and was a success.

The 19th Pursuit Sqdn. participated in combat maneuvers, bombing and acrobatics.

During the week ending March 29th the 5th Composite Group succeeded in completing numerous successful missions composed of cross-country inter island flights, camera obscura, bombing, and target towing for the anti-aircraft regiments here. In the last mission a large target was drawn through the air behind a Martin Bomber and was fired at by the anti-air men. Hits were recorded after the target had been released and results in most cases were very favorable.

An inspection of the personnel of the post was held by the Commanding Officer. The drum and bugle corps furnished field music for marching the troops out on the parade ground, where they were formed for inspection.

On March 26th the Luke Field fighters journeyed to Fort Kamehameha where six of them participated in the Olympic try-out. Four of the men were successful in overcoming their opponents and will be sent to Schofield Barracks to compete for the mainland Olympic meet to be held sometime this Spring.

During the week ending March 21st the 6th Pursuit Squadron participated in cross-country and inter-island flying. Test flights, bombing, camera obscura and bombing at harbor targets constituted the greater part of the operations of the 23rd and 72nd Bombardment Squadrons.

Luke Field and the 5th Composite Group was the base of operations for a number of interesting flying missions. The 19th Pursuit Squadron, under the command of Capt. Hugh M. Elmendorf, conducted a very successful mission to the Island of Lanai, about 70 miles from the field, when a flight of six MB3A pursuit planes, a Martin Bomber and two DH radio ships were used in carrying out a simulated warfare program. The Island of Lanai was used as the base of operations for the pursuiter in protecting the forces here against a proposed enemy invasion on the Island of Hawaii, about 170 miles from here and 100 miles from Lanai. The supposed enemy forces, consisting of 20 cruising submarines carrying approximately 48 low altitude pursuit planes, according to information received, had taken up a position on Hawaii and were establishing a flying field there. The fliers from Luke Field, keeping perfect formations throughout their flight to Lanai and return, maneuvered around the coast of Lanai, landed and were ready for any antagonism that would arise. Major George E. Lovell, Jr., Commanding Officer of Luke Field, accompanied the fliers on this trip and commended Capt. Elmendorf on his able command and leadership.

#### Camp Nichols, Rizal, P.I., February 13th.

Headquarters was very busy this week. With the Military Tournament in full swing at Fort McKinley, correspondence increased in volume, and although we did not furnish any of the participants in the events, we bore the brunt of issuing orders, memorandums, etc. quite nobly, and our force is of the opinion that we should be commended as well as the other organizations who furnished the stars.

Captain F.I. Eglin relieved Lieut. Halverson as Adjutant, and is now signing his name to restrictions, order for Saturday morning inspection, and once in a great while a pass.

Lieut. Halverson comes into the office quite often and gives us a cheery smile. He is under War Department orders to act as Advance Officer for the "Around-the-World" flight, and is handling the practical details, namely, the purchasing and shipping of gas and oil to different points along the route for use during the trip. We all miss Lieut. Halverson and wish for him the best of luck in this undertaking.

The Sixth Photo Section's famous pugilist, Jack Kavanaugh, brought home the bacon at the Department Military Tournament at Fort McKinley and won everything in the way of preliminary fights. We can see no reason why he should not get the cup at the finals to be held at the Olympic Stadium in Manila on the 23rd of the month. Jack had two fights with the best men in the feather-weight class in the Department, had an easy time of it and won the semi-final by a technical knockout from Gimpelson of the 31st Infantry, who had been touted by his fellow soldiers to win the championship of his class.

Quite an interest in athletics is developing in the 66th Service Squadron. Each afternoon finds bands of the lusty members working dilligently at completing the basketball and volley ball courts.

The Military Meet in session at Fort McKinley is of great interest to the 66th, because they boast of four aspirants for fistic honors, besides furnishing

all the personnel for the airplane and field radio exhibits, the latter including a practical demonstration of communication between planes in flight and a radio field station.

Lieut. Jack Greer, Squadron Adjutant, was ill in Sternberg General Hospital for the past week. Lieut. Lawton was appointed Adjutant during Lieut. Greer's absence. The Squadron wishes for Lieut. Greer a speedy recovery and return to his duties.

The 28th Bombardment Squadron has also contributed its share towards making the Military Meet more interesting, being busy with formation flying, message dropping, radio, acrobatics, and photo missions.

Lieut. Harry Weddington left for Mindoro, where he shortly expects to create havoc among the numerous swarms of locusts infesting that island. His equipment consists of a JN4D ship fitted out with a distributing hopper designed and perfected by himself. The locust campaign has disturbed many of the natives of that island who include the locust in their daily diet. One of these influential citizens went so far as to protest formally to the Insular Government to protect their food supply, but it is not likely that these protests will interfere with Lieut. Weddington's "Locust Patrol".

The Forty-Second Air Intelligence Section is an "intelligence section" in every sense of the word. It is so situated that it is the first building you come to on entering the camp, and as everyone stops for directions, etc., the section suggests that the Post Quartermaster make them a new shingle and let it read thus: "42d Air Intelligence Section, All kinds of information dispensed here. If we don't know we will tell you anyway".

Camp Nichols, Rizal, P.I., February 19th.

In conjunction with the recent Military Tournament at Fort Wm. McKinley, the personnel of this post contributed greatly to the success of the Air Service exhibits and also won considerable commendation in the athletic field. Capt. Eglin and Lieut. St. John, cooperating with the 6th Photo Section, displayed the ability of the Air Service to photograph and develop their work in record time.

The long heralded arrival of the Martin Bombers, with which the 28th Sqdn. is to be equipped, was again delayed by the breakdown of the transport EDGEMOORE outside of Manila Bay. All of the personnel of the Squadron are anxiously awaiting its arrival.

Our weekly Saturday Inspection was held by the Squadron Commander, the Post Commander being absent on official business. After a thorough and snappy inspection under arms, the Squadron, as our Post Sergeant Major expressed it, "Fell out and stood on their bunks" while their respective commanders made an inspection of quarters. Allah be praised; no one's head was ordered off!

1st Lieut. Jack Greer, who has been sick in Sternberg General Hospital, returned to our midst this week, much to the joy of all. Having no "prodigal calf" to kill for the "fatted son" left us somewhat at a disadvantage, but our sentiments are the same.

Captain Beam and Lieut. Skanse, together with Major Halpin, engaged in a reconnaissance flight over Bataan Peninsula. The following day a similar mission was flown with Lieuts. McCune and Walker as pilots. Several pilots made cross-country flights to Clark Field.

News was broken to us of a Field Meet to be held next week at Camp Nichols, with free root beer and hot K9's on the side. Everyone is preparing for the different contests - each organization also expecting to bring home the honors and Loving Cup donated by the San Miguel's Brewery?

Phillips Field, Aberdeen Proving Grounds, Md., April 5.

Cross country flights have been made to Bolling Field, Mitchel Field, Middletown, Pa., Langley Field, Edgewood Arsenal, and Ridgely, Md.

On March 1st Capt. Romeyn B. Hough and Lieut. Harold L. George, with two mechanics, left by air for Miami, Florida, to participate in a bombing contest which comprised one of the events in a large air and water carnival held in that city on March 6th and 7th. The officers and men were the guests of the Miami Chamber of Commerce while there and an automobile was placed at their disposal during their visit.

Lieuts. Bond and Bleakley have been admitted to the Walter Reed General Hospital. Their return is expected soon.

The smoke screen apparatus, recently installed on a DH plane for the purpose of laying a smoke screen at Los Angeles and Seattle on the occasion of the departure of the Round the World Flight, was tested March 3rd, just prior to the departure of the planes. The results obtained were very good.

Visitors to this field during the period were: Col. Theodore A. Baldwin, Jr., Captain Robert C. Candee, Lieuts. Welch and Mallison.

Pope Field, Fort Bragg, N.C., March 15.

Captain Albert W. Stevens, premier photographer of the Air Service, completed his temporary duty at Pope Field and returned to McCook Field, piloted by 1st Lt. Edmund P. Gaines. Capt. Stevens stopped over in Washington long enough to make an official report of his duty here to the Chief of Air Service.

His duty here was in conjunction with the Field Artillery Board in working out problems of range finding for artillery by photographic methods. His work was highly satisfactory to the Field Artillery officers. He also started on a mosaic of the entire reservation and, while this was not completed due to his being ordered back to his home station, he left enough photographic material to complete the work by the officers stationed here. When films have been exposed they will be sent to Capt. Stevens and the completed prints returned to Pope Field for mounting.

Another uncompleted and self-assigned job which Capt. Stevens undertook was the photographing of three quadrangles in this section of North Carolina which have never been mapped by the Geological Survey. The prints of this large area will also be developed at McCook Field and then turned over to the Department of the Interior for their use in completing the maps of these areas. Base line strips of these areas have been completed and it is expected that the entire area can be covered in about 30 hours of flying.

"Steve" will be greatly missed at this station, his unfailing good humor and his long and eccentric working hours being a constant source of diversion. It was reported unofficially that during the last four days of his stay that recreation hours were spent in cross-country trips by "shanks-mare" to Manchester and return.

Pope Field, which at one time was a strictly "Bachelor" post, has completely lost its identity as such. The bachelor mess has about given up the ghost and is due to be buried about the end of the month. With the return of Lieut. LeRoy A. Walthall from his honeymoon, the majority now is with the benedicts, and the lone remaining bachelor, Lt. Edmund P. Gaines, in self defense, has taken up house keeping with his father and mother. Lt. Gaines is fairly well out on a limb and indications are that it won't take much of a shake to send him for a matrimonial fall. The bachelors are due for reinforcements soon when Lieut. Russel C. McDonald arrives for temporary duty at this station. It is understood that "Scotty" is still managing his own affairs but, being practically the lone bachelor on a post, may induce even him to propose to one of his many "Sweeties".

Letters received from Lieut. John B. Patrick, following his arrival at Tallulah, La., where he is on temporary duty for about eight months in connection with experimental work on the Boll Weevil extermination, indicate that Pat has come to the conclusion that there are worst places than Pope Field. Some of those fine southern roads loaded with a full crop of mud made it necessary for Pat to leave his car at Maxwell Field and that didn't help make living conditions there any more enjoyable.

Several visiting ships dropped in for an over night stay during the past week. Lieut. Shumaker, Naval Operations, Washington, D.C., and Lieut. Christopher W. Ford made trips from Langley Field, while Capt. Presley, Marine Corps, arrived from Washington, and Lieut. Maile made a practice flight from the Naval Flying Field at Hampton Roads.

Several of the officers had some excellent hunting in the closing days of the quail season on the reservation. Lieuts. Holden and Gaines were very successful and both report a good nucleus of birds remaining. With a good breeding season this spring the hunting next fall should be the best in several years.

Rockwell Field, Coronado, Calif., April 11.

Lieut. R.W. Blackburn of Selfridge Field, Mount Clemens, Mich., was a visitor at this Depot during the early part of the week. He is on leave of absence and motored to Kelly Field, Texas, where he was joined by Lieut. E.H. DeFord, who ac-

accompanied him to San Francisco. Lt. De<sup>d</sup>ord is enroute to the Philippines for duty.

Capt. Wm. C. Ocker, A.S., one of the old-timers of the Signal Corps Aviation School, and one of the first enlisted men to take up flying, is under orders to report to this Depot for duty. He left here early in 1917 and has been stationed in and about Washington since that time. The Captain has a host of friends among the personnel at this Depot, and his arrival will be a renewal of old time friendships. Incidentally, Capt. Ocker will be a valuable addition to our Gun Club, as he is not only an expert rifleman but a distinguished marksman with a pistol.

Lieut. Robert G. Breene, A.S., accompanied by Lieut. John D. Sureau, arrived from Crissy Field March 20th, en route to Brooks Field. Unfavorable weather conditions in the mountains east of here delayed their departure until the morning of the 22nd.

Major Harvey B.S. Burwell with Sgt. Hicks left for Kelly Field March 29th, after a short visit on the coast, during which time their plane received a minor overhaul and was fitted with a new engine.

Major S.W. FitzGerald, accompanied by Lieut. Donal D. FitzGerald, returned to Kelly Field on March 29th in a new remodeled DH plane (#24-129). The Major left his old ship (#53070) here for repairs.

Rockwell Field was well represented at the Army Relief Show put on at Seattle last week in honor of the departure of the around-the-world flight. All the available planes and officers from this depot were present. Major H.H. Arnold commanded a flight of 4 DH planes and made the trip to and from Seattle without incident, although unfavorable weather was encountered during the flight through Oregon and Washington. The flight consisted of: Major H.H. Arnold, accompanied by Capt. Louis M. Field, Flight Surgeon, in DH 63080; Capt. W.M. Randolph with Mechanic S. M. Oleson in DH 63810; Capt. J.H. Houghton, with Mechanic Wm. Woodall in DH 24-121 and Lieut. J.P. Richter with Major H.D. Munnikhuysen, Q.M.C., in DH 22-577.

All officers are more than pleased with the reception tendered them while at the northern city and expressed their appreciation of the hospitality shown them by the citizens of Seattle.

#### San Antonio Air Intermediate Depot, Kelly Field, Texas, March 20th.

On March 8th and 9th the golfers from this station played a three flight, 36-hole tournament at Brackenridge Park. There were 24 entrants, 6 officers and 18 employees. Eighteen holes were played the 8th and 18 the 9th. Major Lackland by splendid playing Saturday afternoon made a score low enough to enable him with only average playing the following day to win first place in the first flight and a special prize for low score for the tournament. Mr. E.H. Hailey and Mr. Harrison won first places, respectively, in the second and third flights.

This Depot furnished from stock a DH4B and 2 Martin Bombers for the group of officers who left Kelly Field Thursday for Santa Monica, Calif., to act as an escort as far as Seattle to the "Around the World Flyers".

Warrant Officer Charles R. Mayberry, Athletic Officer, is organizing a baseball association and a team among the officers and employees. Each officer and employee is being urged to contribute liberally in order that the best equipment may be available for the use of the team. There are a number of good players among the officers and employees, and it is expected that a good team will be formed. The baseball park is being conditioned for use. Everyone is turning out to help after working hours and much enthusiasm has been aroused. The Commanding Officer has approved the activities.

Saturday, the 15th, the employees held a dance in the Old Service Club. They enjoyed a delightful evening. The music was excellent.

#### San Antonio Air Intermediate Depot, Kelly Field, Texas, April 3rd.

The newly organized San Antonio Air Intermediate Depot baseball team will take the field this year under the name of "Air Devils", and as such they expect to make things hot for all opponents of the diamond. The team this season will be under the managership of C.R. Mayberry, Warrant Officer, the Athletic Officer for this Depot. It is expected that a stronger nine will represent the Depot this season than any of the past years, especially so since the infield and pitching departments have been improved. Two practice sessions a week are being held and, judging from the manner in which the "Air Devils" are busting the old pill, all twirlers who face them are doomed for rough treatment.

It is proposed that the team enter an Army League composed of organizations representing Kelly Field, Brooks Field and Camp Normoyle, with the winner of this quarter to challenge the victor of the Ft. Sam Houston area for a series of games to determine the championship nine of the Army posts in vicinity of San Antonio.

Great interest has been manifested by the officers and civilian employees of the Depot, and they are backing the "Devils" to put out a winning crew. The Commanding Officer, Maj. Lackland, has taken steps to have the infield sodded in grass and improve the grandstand, all of which makes things "jake" for the nine to get off to a good start.

Lieut. E.V. Harbeck, regular instructor on duty with the 11th Observation Sqdn. N.G. at Ellington Field, Texas, and Lt. Floyd N. Schumaker, Air Service, instructor of the Colorado Natl. Guard, with hqrs. at Denver, were visitors here last week. Both were deeply interested in the engineering activities here, particularly in the remodeling of a number of ships which was under way as they passed through the shops. They were also eager to know when they might expect shipments of several airplanes and other equipment, requisition for which had been approved for their stations.

Samuel H. Hall, age 64, one of the most highly trustworthy watchmen of this Depot, was found dead at his post of duty on the morning of April 1st by the Head Watchman, while making a tour of inspection. Mr. Hall had been a watchman at this Depot for more than five years. He was respected by the officers and employees alike. Several wreaths of beautiful flowers were sent to his funeral by the officers and employees.

On the evening of March 28th the employees' entertainment committee brought the "Wishing Well", a play produced by the Brackenridge High School pupils, to the Service Club. An admission of 25c was charged, the proceeds being given to the Post Kindergarten School. About 200 employees saw the play and enjoyed it.

A number of tubular steel fuselages DH's arrived from the Boeing plant at Seattle, Wash., and are being unloaded and fitted for flight tests.

#### Wilbur Wright Field, Fairfield, O., April 4.

On April 1st Maj. Geo.H. Brett and Lt. F.P. Kenny left for Washington to confer with Maj. Fickel on supply and cost accounting problems. While on this trip Lt. Kenny expects to visit Bolling and Langley Fields, Aberdeen Proving Grounds and Middletown Air Intermediate Depot. He received orders to proceed to the Philippines in July.

Cross-country flights by personnel of this field were: Lieut. F.P. Kenny to Chanute Field and return; Lt. O.O. Niergarth with Pvt. Conrad to Battle Creek, Mich., and return; Lts. W.F. Robinson, G.C. McDonald and R.D. Knapp to Maxwell Field, Ala., taking with them three DH planes remodeled in the shops.

Lieut. C.V. Haynes arrived from Washington March 25th and left by air on the 28th in a remodeled DH to visit Selfridge, Scott, Marshall and Post Fields and Fort Bliss, El Paso, Texas, to inspect lubricating equipment and make recommendations regarding additional storage facilities for oil and gasoline at the various stations. From El Paso he will go to San Antonio and leave the plane there.

Sgt. Todd, instructor of the Maryland National Guard, is on a several weeks' detail at the field taking a course of instruction in the repair shops.

Lieut. W. Williams from the Tennessee National Guard paid a brief visit to the field to obtain supplies.

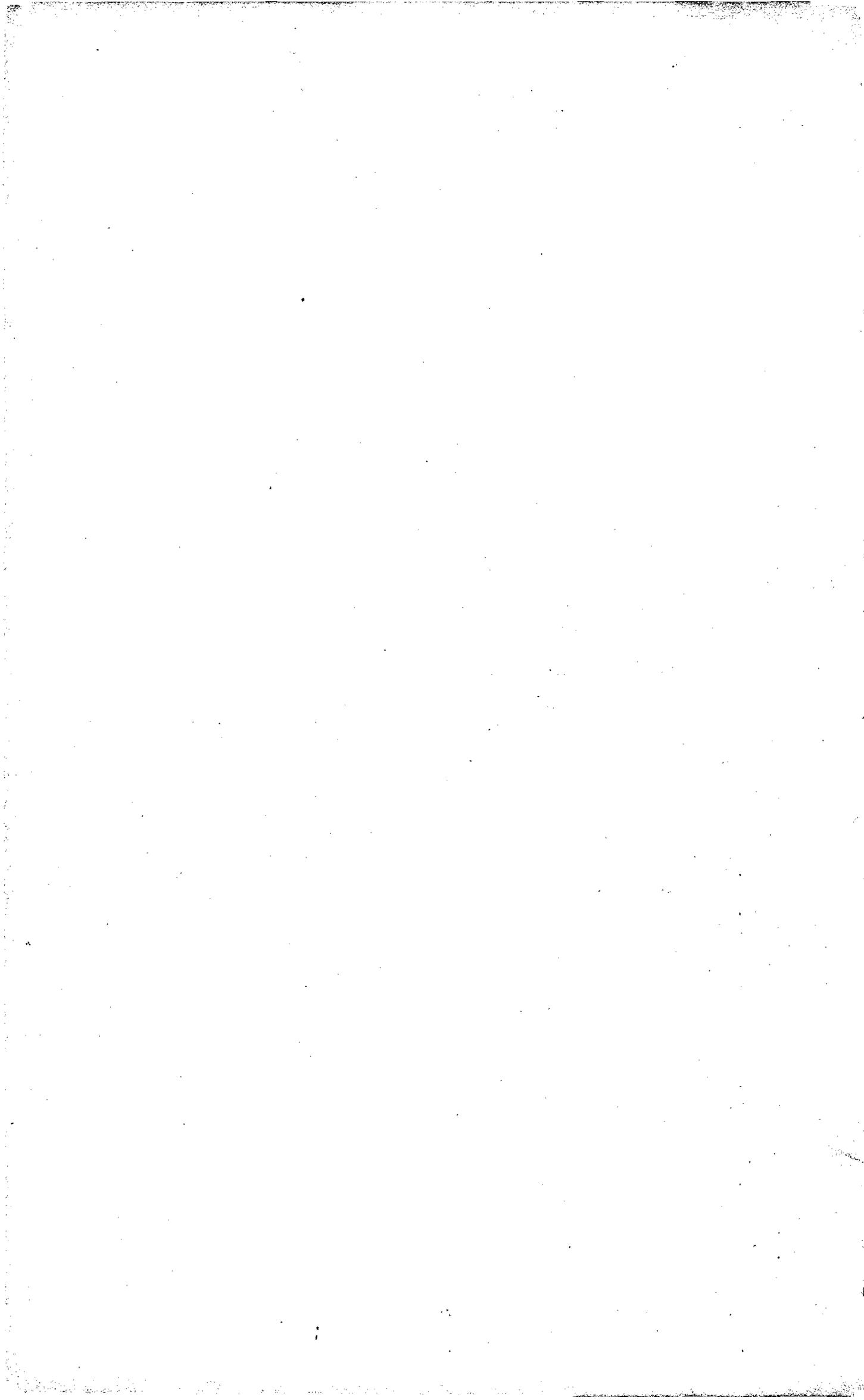
Capt. F.F. Christine returned from Washington April 2nd. He spent several days in Washington and other eastern cities while on leave.

Lieut. W.J. Hanlon left on April 1st for temporary duty in Office Chief of Air Service, Washington.

Lieut. James E. Parker flew from Schoen Field, Indianapolis, Ind., to this field on March 31st and returned the same day.

Capt. A.N. Duncan and Capt. Sumter Smith arrived from Birmingham, Ala., on March 27th, accompanied by Sgts. Hilburn and Wise. Capt. Smith is a member of the Alabama National Guard to which Capt. Duncan is assigned as instructor. They ferried two Curtiss planes remodeled in the repair shops here. While here they consulted with officers of the Field Service Section regarding supplies needed during the coming summer.

Lieut. Donald G. Duke flew a remodeled DH plane to Bolling Field on Mar. 31. Major Carl Spatz, en route from Selfridge Field to Bolling Field on the regular airways trip, made a brief stop at the field. Major Frank B. Andrews with Maj. S.W. FitzGerald made a cross-country trip to Bolling Field, D.C., Apr. 3rd and 4th.



Information Division  
Air Service

May 16, 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 May 19, 1924

METEOROLOGICAL FREE BALLOON FLIGHTS FROM SCOTT FIELD

In response to a proposal from the Chief of the United States Weather Bureau, the Chief of Air Service authorized the participation of the Air Service in a free balloon project for the acquirement of meteorological information. The first of a series of approximately fifteen free balloon flights recently started from Scott Field by an Air Service pilot designated by the Commanding Officer of this field and Dr. C. LeRoy Meisinger, representative of the Weather Bureau. During the War Dr. Meisinger was an officer in the Meteorological Section of the Signal Corps and received free balloon training at Fort Omaha, Nebraska.

In the early days of aerology, the free balloon was used to a considerable extent for obtaining information about the nature of the free air, but with the introduction of modern methods for upper air investigation - the sounding balloon, the kite, and the pilot balloon - the more cumbersome free balloon became more or less obsolete for meteorological purposes. But its usefulness in science has not been entirely exhausted and it is the purpose of the series of flights above mentioned to obtain observations that can be secured in no other way. The vertical distribution of free air elements can be accurately, quickly, and quite inexpensively determined by the modern methods mentioned above, but only a manned free balloon can tell where a given mass of air goes when pushed about in the free air by the horizontal pressure gradients there obtaining.

British meteorologists Shaw and Lempfert, some years ago, made an elaborate study of the trajectories of air moving over the surface of the earth under different conditions of barometric pressure. In a similar way, a balloon maintaining a fairly constant elevation at some level in the free atmosphere will show, if its course be accurately observed, where the air goes. It is proposed to make these flights at various elevations and in various weather conditions. Close communication will be maintained with the Weather Bureau Forecaster at Washington and plans are now being formed whereby special radiophone bulletins from the Forecaster to the balloonists will be broadcast by a number of the larger broadcasting stations in the Middle West.

Studies of data collected by kites have resulted in the development of a method for making pressure maps of free air levels, which maps should ultimately come to be of great value to the aviator as well as the forecaster. By means of known physical relations between the horizontal pressure gradients in the free air and the movement of air at the same level, it is possible to construct theoretical trajectories which may be compared with those actually observed from the balloon. This will be done when the results of the flights are worked up, and if the agreement is close, the inference to be drawn from such maps will be of considerable value in studies of the dynamics and kinematics of cyclones and anticyclones. In a way, therefore, these flights will be tests of the accuracy of the recently developed free air pressure maps.

It is important to know how the air actually moves. Because of the well-known statement that wind blows counter-clockwise about cyclones and clockwise about anticyclones in the Northern Hemisphere; and because the wind arrows on the daily weather map always show this fact so plainly, many have assumed that the air moves spirally inward toward the cyclonic center or outward from the anticyclonic center, forgetting that this would be true only if the cyclone or anticyclone were actually stationary. This seldom, if ever, occurs, and the barometric centers move at various velocities, sometimes faster and sometimes slower than the wind itself. Thus, the true movement of air over the earth's surface may be indicated by sweeping curves, loops, or nearly straight lines.

Other observations of importance to meteorology and aeronautics that are contemplated in these flights are the collection of dust samples at various elevations by means of the Owens' Dust Counter and measurements of sky brightness at

various elevations.

These flights will be made with the 35,000-foot spherical balloons and will be of as great duration as possible.

#### PROGRESS OF THE WORLD FLIGHT

The World Flyers, minus their leader, Major Frederick L. Martin, are at this writing at Chicagoff, Attu Island, the terminus of the First Division of the World Flight, awaiting a favorable moment to take the jump of 860 miles across the Bering Sea to Paramushiru in the Kurile Islands at the north end of the Japanese Empire. This will be the longest single hop of the whole route around the world. The arrival of the planes at Paramushiru will mark the first crossing of the Pacific Ocean by aircraft.

The flyers were delayed in their start from Dutch Harbor waiting for the arrival of Major Martin. After leaving Chignik on April 30th, Major Martin had not been heard from, and when the airmen at Dutch Harbor received orders to proceed without him unfavorable weather conditions further delayed them.

Missing for eleven days, word was finally received of Major Martin's miraculous escape after crashing against a mountain peak in a fog. After the Coast Guard Cutter ALGONQUIN brought a new engine to Major Martin at Kanatak on Portage Bay, he was not able to depart from that place for Chignik until April 26th, and even then shortly after his take-off he encountered a blinding snow storm. He arrived safely at Chignik late in the afternoon. Wretched weather conditions still continued, and he was forced to wait at Chignik for four days, finally taking off for Dutch Harbor at 11:10 a.m. April 30th. On the previous day his plane had 400 pounds of ice coated on it.

On May 11th a wireless message was received from Port Moller, 100 miles west of Chignik, reporting the safety of the two missing men. The Associated Press report states that they were forced down on a mountain side 1½ hours after leaving Chignik. Leaving their splintered plane after rescuing a few of their records and some rations, they started on a long tramp down the mountain side towards the North Pacific Ocean shore line. After many hardships they reached a trapper's cabin on the southern tip of Port Moller Bay on May 7th, and found some food and a warm place to sleep. They were utterly exhausted after the 7-day tramp under severe weather conditions, and rested two days in the cabin. They then walked to the beach, and the radio station at Port Moller flashed the welcome news of their safety. Up to this time a vigorous, intensive search was conducted to find the lost airmen.

Two U.S. Coast Guard Cutters, the ALGONQUIN and the HAIDA plowed the waters of the turbulent, gale-swept North Pacific day and night seeking a trace of them. Every bay and inlet was carefully combed, small boats being dispatched from the Cutters in bodies of shallow water where it was thought the men might be concealed behind small jetties of land. The U.S. Bureau of Fisheries vessel EIDER also aided in the search, together with numerous cannery boats within the 400-mile stretch between Chignik and Dutch Harbor. Numerous dog teams were sent out over the ice and snow in an effort to locate the men on the Alaska Peninsula. All of them returned without an encouraging word.

With the hope that springs eternal within the human breast, the search was prosecuted with renewed vigor, and orders were issued for Lieut. Earl S. Tonkin and Sgt. Ivan Q. Cooper, mechanic, to proceed by air from Crissy Field, San Francisco, to Seattle, place their plane aboard the Coast Guard Cutter BEAR, proceed to Chignik, and start a search for the missing men from the air. These two men made a record-breaking flight on May 10th from San Francisco to Seattle, and were all prepared to start on their mission when the glad tidings as to the safety of the lost aviators arrived.

The pilots at Dutch Harbor, under the leadership of Lieut. Lowell H. Smith, were not able to start for Nazan, Island of Atka, until 11:00 a.m. May 3rd. During their stay at Dutch Harbor the weather conditions were unusually severe even for the Alaskan Peninsula. It was reported that they attended Easter services in the little native Russian church, after which they cleared a tennis court of snow and indulged in some exercise. They covered the distance of 350 miles to Atka Island without mishap, arriving late in the afternoon.

Snow storms, variable winds and unsatisfactory weather reports ahead again delayed them, and after remaining a week at Atka they took off on May 9th for the Island of Attu, a distance of 530 miles. During this flight they battled strong head winds over rugged islands and rough seas and arrived at Chicagoff, Island of Attu, after about 8½ hours of flying, thus completing the First Division of their

flight around the globe.

Although their flight from the time they left Santa Monica has on the whole been under unfavorable weather conditions and against strong winds, they covered a distance of 4255 miles in 60 hours and 50 minutes flying time.

The Coast Guard Cutter HAIDA is pushing ahead of the flyers to assist them on their next hop into the Second Division to Paramushiru at the Bay of Kashiwabara.

#### SIXTH COMPOSITE GROUP PARTICIPATES IN PACIFIC SUB-SECTOR MANEUVERS

By Lt. Edward L. Fernsten, A.S.

The annual Pacific Sub-sector Maneuvers, in which the major portion of the Panama Canal Division participated, has just been closed after a problem lasting from April 1st to April 10th, and which involved a land defense against an enemy landing force.

This form of exercise called for the testing of practically every activity within the Division, in addition to their work with units with whom they would normally operate in time of emergency. The Sixth Composite Group played a considerable part in the solving of the problem and the testing of the results of the division training. The first two or three days were devoted to a detailed test for the coordinating of the various commands, which became principally a test of communications. These exercises embraced telephone, radio, runner and the conveying of information from outposts to airplane through the medium of panels and transmitted from the plane to the command post by means of radio and dropped message.

It is not often that the Air Service squadrons are called upon to cooperate with Infantry in the solution of a maneuver problem, and since such training is of the utmost importance to any plan of defense of the Canal Zone, the lessons taught and the hitherto unthought of problems which arose are considered of vital importance.

The second phase of the problem resulted in an unusually successful employment of aircraft for reconnaissance. During the entire daylight period of April 9th, while the outposts of the division waited patiently for the enemy thrust and landing, the Air Service located and established contact with the enemy boats in the early morning and maintained contact throughout the day, strafing the personnel and bombing the launches repeatedly.

While the umpires gave no decision upon these activities, as such a consideration would have materially affected the major problem of an enemy landing, there is no doubt that had actual fire and live bombs been carried the landing of the enemy force would have been seriously, if not completely, discouraged.

With such disposition and accuracy did the pilots and observers of the 7th Observation Squadron perform the mission assigned to them that the defending forces placed unstinted reliance in their work.

For the purpose of simulating activity which would normally occur, an enemy bombing formation, consisting of three Martins from the 25th Bombardment Squadron and led by Capt. Harry M. Smith, bombed the Pedro Miguel and Miraflores locks and adjacent area, and with protective pursuit (DH's) strafed the defending forces until driven off by a flight of three MBA's and three SE5's. These combats occurred at such intervals as to lend color to the maneuvers and to enable each side to get in time for observation of the hostile party.

The entire exercise was a most instructive one for the Air Service personnel engaged in the maneuver. While the problem was one primarily of infantry tactics, it is only in taking part in such a maneuver that the pilot and observer can learn the theories of ground troop movements which are so important if real assistance is to be rendered from the air. As was hoped for, a number of unexpected details cropped up, the solution of which will have first place in the Air Service training program at France Field.

The high commendation won from Major General Lassiter upon the remarkable and perfect liaison between land and air should be received in the spirit in which it has been given, that the defense of the Panama Canal, regardless of the plan to be followed, must embrace within it an Air force highly trained in every form of mission. This confidence, already established, must not be found ill placed when that day arrives.

#### DAYTON'S INTEREST IN THE WORLD FLIGHT

Great interest is being manifested in the Round-the-World flight by the

citizens of Dayton. Frequent reference to it is found in the window displays, and one of the most artistic of these is an exhibit in the window of the Dayton Camera Shop on West Third St. between Main and Ludlow Sts. A large globe is exhibited bearing on its surface a broad green line which follows the proposed route of the American aviators. The stations at which they will stop are all numbered. Four small planes with a wing spread of about  $1\frac{1}{2}$ " are mounted at the place where the flyers are reported, the position being changed in accordance with the latest telegraphic reports. The route of the British flyers is shown by a broad white line and a miniature model of the British plane, like a small butterfly, is poised over the station from which last reported. Pictures of the Douglas air cruisers and of the pilots are also shown. There is also a big card showing tabulations of the mileage traveled by the American aviators. The slogan "Follow the Green Line" is prominently displayed. This interesting exhibit was prepared by the Johnson Airplane Co. of Dayton, which operates a commercial flying field at the edge of the city of Dayton and also operates a flying field at Buffalo, N.Y., which has been taken over from the Curtiss Co.

#### A LONG FLIGHT OVER THE AIRWAYS

Major Frank M. Andrews, A.S., accompanied by Major S.W. FitzGerald, A.S., recently completed a long flight over the airways from Kelly Field, San Antonio, Tex. to Bolling Field, D.C., and return, making the outward trip in an elapsed time of 33 hours and 5 minutes and the return trip in 34 hours and 45 minutes. As regards the flying time, the two airmen made considerably faster time on the trip to Bolling Field, 14 hours and 30 minutes against 18 hours for the return trip.

Flying a DH plane, the start from Kelly Field was made at 6:10 a.m., and going by way of Dallas, Texas; Muskogee, Okla.; and Springfield, Mo., they arrived at Scott Field, Ill., at 3:55 p.m. same date. Landings were made at Dallas and Muskogee for gasoline and oil. They encountered moderate southwest winds at 3,000 feet from Kelly Field to Scott Field.

Leaving Scott Field the following morning at 6:30 a.m., they arrived at Bolling Field, D.C., at 3:15 p.m. same date. Landings were made at Fairfield, O. and Columbus, O., for gas and oil. Surface winds were south to east, with moderate northwest winds at 5,000 feet.

After a stay of five days in Washington, the airmen departed on their return trip from Bolling Field at 6:30 a.m., and arrived at Scott Field at 4:00 p.m., same date. Landings were made at Moundsville, W. Va., and Fairfield, O. for gas and oil. Strong northwest winds prevailed from Bolling to Moundsville, with moderate variable winds from the latter station to Scott Field. Several rain and thunder storms were encountered en route.

Leaving Scott Field at 9:30 a.m. the following day, the airmen arrived at Kelly Field - over same route as the northbound trip - at 6:15 p.m., same date. One landing was made at Muskogee, Okla. for gasoline and oil. Strong northwest winds prevailed from Scott Field to Dallas, Texas, and variable winds from there to Kelly Field.

Major Andrews stated that the service on the airways, Kelly to Scott Field, was good but inadequate, due to insufficient personnel, and that communications were poor; but that the service on airways, Scott Field to Bolling Field was excellent, and that communications were good. He further stated that the route from Muskogee to Scott Field, via Springfield, Mo., by following the railroad is over from very good to fair country for forced landings and is much freer from fog than via Kansas City, and that practically all Kelly Field pilots with whom he has spoken prefer the Springfield route to the Kansas City route.

#### EXHAUST SILENCERS FOR GEN. PATRICK'S PLANE By our McCook Field Correspondent

A McCook Field pilot, the other day, was instructed to take a certain airplane up for a flight of two or more hours. Automatically, he reached for cotton with which to stop his ears. "You won't need that", he was told. "This ship is equipped with exhaust silencers". And he found upon landing that the long flight had been made with a new kind of comfort.

Two apparently successful designs of exhaust silencers mounted on aviation engines are now undergoing service tests. Both have been designed and constructed by the Engineering Division. One of these designs, known as the whirl-chamber type, has been built for use with the Liberty 12 engine. These silencers are now in-

v-5174, A.S.

stalled in DH4B P-299. They are attached directly to the engine, while long compactly designed pipes lead from the silencers, carrying exhaust gases clear of both cockpits. The overall dimension of the silencers is quite small; in fact, they are the smallest ever constructed for a power output as great as that of the Liberty 12. Approximately 75 hours have been flown with them, with no burning out of the elements. The extent of the silencing is quite marked, and power loss due to the back pressure is less than 3 percent at full throttle operation. Speed loss is also negligible. Recent tests made over the speed course at Wilbur Wright Field with this equipment and standard headers showed a loss of but 3.1 miles an hour.

The development of this equipment was requested by General Patrick who found the noise of the engine and the vibration harrassing to ears and nerves, especially on his many long flights, and a pair of the silencers are now being made for installation on the General's airplane. It was a happy suggestion, for they will prove of great use to the whole Air Service for long distance and airways flying, should be a useful part of the equipment for commercial airplanes, and in time of war would be invaluable for corps observation work.

### BARRAGE BALLOON CONSTRUCTED ✓

An experimental barrage balloon of 20,000-cubic foot volume has recently been constructed from standard rubberized balloon cloth by the Engineering Division, McCook Field, Dayton, O., and favorable weather conditions are awaited for its testing. The barrage balloon is a captive balloon, designed for an altitude of 15,000 feet. A number of these anchored several hundred feet apart would form a high fence about arsenals, ammunition bases, towns or cities, through which it would be difficult for an enemy airplane to fly without becoming entangled in the anchor cables. Especially would such danger exist at night. Attack by air therefore would have to be by bombs dropped from altitudes above the balloon positions, and the placing of bombs to strike a target from such an altitude would be a decidedly difficult feat.

This balloon is an adaptation of the Italian A-P (Avorio-Prassone) Observation Balloon, the lobes being utilized as receptacles for gas which is automatically valved from the balloon when the pressure becomes too great, due to increased elevation or temperature. This arrangement of valves, located between the envelopes and the lobes, permitting the passage of gas from the envelope to the lobes and vice versa, prevents the loss of gas and the consequent loss of lift. The lobes have an expansible feature by means of which and through the medium of the valves the pressure in the balloon is held practically constant. The tests will determine the ability of the balloon to reach its 15,000-foot altitude, its stability at this altitude and lower ones, as it is let up and hauled down, under the conditions begotten by the varying degrees of expansion of the lobes.

A small two-wheeled winch, operated by a Ford motor, has been designed and is now under construction for use with this balloon. In operation the winch is staked to a fixed position and the cable is laid along the ground for a hundred or more feet where it is passed over a swivel pulley, held by an anchorage to the ground.

These balloons can be towed to new positions, or if the contemplated move is for a great distance, they can be hauled down, deflated and transported by truck.

### A RECORD FLIGHT OVER THE AIRWAYS

A record for Mitchel Field pilots, and possibly for all pilots who fly over the Eastern Division of the Model Airway System, was established on April 17th when 1st Lieut. Homer B. Chandler completed the circuit in three days and six hrs. Lieut. Chandler left Mitchel Field at 8:00 a.m. April 14th under favorable weather conditions, which held good throughout the trip. In completing the 2300 miles, he was in the air 26 hours. The greatest distance was covered on the first day out, when Selfridge Field was reached in ten hours and 15 minutes.

The previous record of slightly less than five days was held by 1st Lieut. M.L. Elliott. Lieut. Chandler's feat received considerable newspaper notice. When weather and other conditions are favorable it is suggested that other stations make an effort to lower this record as a means of drawing attention to the Model Airways.

sition when his first chute split and his remaining four became so entangled that he could not use them. That was when he decided to use the army type parachute, else he wouldn't have been "up in the air" very long.

#### A CROSS COUNTRY TRIP ABOVE THE CLOUDS ✓

By our Mitchel Field Correspondent

With their flying maps still sealed, 1st Lieut. H.C. Downey, with Mr. Bradley Jones as navigator, arrived at Mitchel Field from Albany, N.Y., having flown the previous day from McCook Field to Albany entirely by aid of the earth inductor compass. The 600 miles were flown in six hours at an altitude of 10,000 feet. The test was particularly interesting, as the trip from McCook to Albany was over an unaccustomed route, and the weather on April 16th required them to fly the greater part of the distance above the clouds. Lieut. Downey reported that when they came down through the clouds near Albany they were within five miles of the designated landing field.

Mr. Jones, who is a civilian employee in the Instrument Division of the Air Service at McCook Field, described the compass and its application in the following words:

The earth is a great magnet, with the north magnetic pole north of Labrador, and the south magnetic pole in the Antarctic continent. The ordinary magneto compass points to the magnetic pole and not the true geographic pole. This causes error which is called declination, and this error is different in various parts of the United States. This error must be corrected for in all types of compasses depending on magnetism. In addition to this error, any magnetic needle is affected by the presence of iron or steel in an airplane, the compass being located in front of the pilot is very close to the engine, pumps, tanks and other steel parts, so that the steel material affects the old style magnetic compass and causes big errors. The new compass which has been devised at McCook Field is a distant-reading type of compass. The important part of the compass is located in the tail of the airplane as the greatest distance feasible from the engine and other steel parts of the plane. Being at a distance, it is not affected, so that the errors common to the needle type of compass do not affect this new type of compass. Located in the tail of the plane are a series of coils which are rotated at high speed. By making different settings of these coils with relation to the earth's magnetic lines of force, any desired course may be flown. A dial convenient to the pilot or navigator is set on the desired course. As long as the plane is flying on that course the needle of the indicator in front of the pilot remains at zero. The slightest turn to the right or left of the course is shown by a corresponding movement of this needle.

An idea of the working of this apparatus may be gained by considering the generator used on automobiles. In this magnetic coils are rotated in the field of strong horseshoe magnets. In this distant-reading compass no permanent magnets are used. The coils are rotated in the field of the earth, the earth being the biggest permanent magnet known. When the coils are moving at right angles to the direction of the earth's lines of force, the cutting of these lines generates the electric current. Cutting them from the opposite direction reverses the direction of the electric current. By suitably connecting the coils through a commutator to brushes, the current is lead to a delicate galvanometer in the pilot's cockpit. After a setting of the course has been made, as long as the plane follows the course the coils are not cutting any lines of force and therefore no current is generated. While turning the airplane itself the coils cut the lines of force and the current generated deflects the needle.

This device is especially suitable to small one-man pursuit planes where a machine gun is located directly in front of the pilot. The steel of the gun makes it impossible for the old style magnetic needle compass to be used.

All four of the planes used in the World Cruise are equipped with this device.

#### ROCKWELL FIELD PILOTS A HUSTLING CREW

On Saturday, March 15th, Major H.H. Arnold led a formation of four DH4 planes to Clover Field, Santa Monica, to participate in the exhibition for the Army Relief at that place on Sunday. Immediately after landing, Lieut. J.P. Richter returned to Rockwell Field with a spare generator which was needed by Lieut. L.H. Smith for his world cruiser "Chicago". On the return trip to Clover Field the same afternoon, Lieut. Richter was accompanied by Major S.W. FitzGerald in a DH and Captain W.M. Randolph in an SE-5. All the Rockwell Field ships were painted blue with light wings, similar in color to the plane furnished the Chief of Air Service, and

were a decided attraction and object of admiration to the many spectators who visited the field. It was intended to have an added feature in the program in the laying of a smoke screen by a plane from Langley Field, but the ship and equipment did not arrive on time.

On Monday, the 17th, the three world cruisers piloted by Major F.L. Martin, Lieut. L.H. Smith and Lieut. Wade made an exhibition flight and then headed for Mather Field, accompanied by Lieut. Hine, who had as a passenger a photographer from the Pathe News. Shortly afterward, Major Arnold led his formation to Rockwell Field, having been preceded by Lieut. Erik Nelson in the fourth world cruise who came to Rockwell Field for the purpose of swinging his compass and other adjustments. Lieut. Nelson left the following day for Eugene, Oregon.

On Monday, March 24th, Major Arnold led a formation of five planes to Crissy Field, with ultimate destination Seattle, Wash., for the dual purpose of saying good bye to the "Round-the-World Fliers" and participating in the exhibition for the Army Relief at that place. The pilots and passengers were Major H.H. Arnold and Captain L.M. Field, M.C.; Lieut. J.P. Richter and Major H.D. Munniknuysen, Q.M.C.; Captain J.H. Houghton and mechanic Woodall; Lieut. H. Heisen and Sergeant Pelton; and Captain W.M. Randolph and mechanic Olsson. Lieut. Heisen and Sgt. Pelton had flown out from Langley Field for the purpose of demonstrating the effectiveness of the smoke screen, but as that plane had been damaged en route, Lieut. Heisen was provided with a Standard DH from Rockwell Field and a specially equipped plane was flown by Captain Randolph. On the trip to Crissy Field frequent rain and hail storms were encountered, necessitating detours. All planes landed at Crissy Field at 1:45 p.m. Tuesday was cloudy in San Francisco and, after waiting for a break in the low fog, a start was made at 11:20 a.m. Continuous rain and hail was encountered and the flight landed at Mather Field at 12:30 p.m. in a pouring rain.

The flyers left Mather Field at 10:20 a.m. the next day, and though the clouds were very low, fair weather was reported at Marysville and farther north. The clouds were low the entire flight but all planes landed at Eugene, Ore. at 2:45 p.m. The plane piloted by Capt. J.H. Houghton ran out of gas as he approached the field, and he landed with a dead stick. No damage, however, was done. The flight from Crissy Field had already landed. On March 27th difficulty was experienced in starting the Rockwell Field planes, but all got off at 10:30 a.m. except Capt. Randolph, whose motor could not be started. Lieut. Richter's motor began missing immediately, and he returned to the field in about 20 minutes. Major Arnold and the other two planes returned, having encountered storms and also having trouble with missing motors. The trouble was discovered in a poor grade of gasoline furnished at Eugene. All planes were drained, except that of Major Arnold, and refilled with domestic aviation gas. Lieut. Richter stayed at Eugene, and as it was getting late and it was important for the smoke screen plane to reach Seattle that night, all planes except Lieut. Richter's left Eugene at 3:05 p.m. and landed at Sand Point at 5:50 p.m. Rain, snow and hail was encountered the entire way, and considerable delay resulted from a circuitous route to avoid these storms. Seattle was hardly visible, due to a heavy rain storm prevailing at the time.

On March 29th an exhibition for the benefit of the Army Relief was staged. Major Arnold led a three-plane formation over the stadium and remained in the air circling for two hours and twenty minutes. Captain Houghton took up a photographer to get such pictures as were possible. Captain Randolph made two exhibitions in smoke screen work. Lieut. Richter joined the Rockwell Field contingent at Seattle the next day and reported his plane in excellent condition.

April 1st Lieut. Hine left Sand Point for Rockwell Field with motor parts to be fitted to new engines for the World Flight. He left Seattle 3:35 p.m., arriving at Eugene 6:35 p.m. Left Eugene 8:15 a.m. April 2nd, landed Crissy Field 1:05 p.m. Left Crissy Field 1:35 p.m. and landed Rockwell Field at 6:15 p.m., making the entire flight from Sand Point to Rockwell Field, via San Francisco, in 12 hours and 30 minutes.

On April 3rd Lieut. Heisen left Seattle with additional motor parts for Crissy Field. At this place they were transferred to another ship and sent on to Rockwell Field, in order that the work on the motors would not be delayed.

On April 4th Major Arnold, Capt. Houghton and Lieut. Richter left Sand Point at 7:25 a.m. and landed at Eugene at 10:20 a.m. Major Arnold and Captain Houghton gassed and started for Crissy Field, as a severe storm was reported north moving in a southerly direction. Lieut. Richter remained at Eugene. Captain Houghton landed at Redding for gas and later joined the other planes at Crissy Field. It

was discovered that Major Arnold had cracked his propeller in taking off and landed at Eugene. On April 5th Captain Randolph passed through Eugene on his way to Crissy Field, Major Arnold, Captain Houghton and Lieut. Heisen left Crissy Field for Rockwell Field. Captain Houghton ran into a Santa Ana sand storm which forced him back to Santa Monica, where he ran out of gas and landed in a ploughed field, breaking an aileron. This was repaired and he gassed and started for Rockwell. He encountered another sand storm and returned to Clover Field where he spent the night. The next day Captain Houghton and Captain Randolph landed at Rockwell Field. Lieut. Richter arrived on the 10th.

The trip was intensely interesting and also instructive, as nearly all possible weather and geographical conditions were met and overcome. Rain, hail, snow and clouds, mountains, plains and rivers crossed. Further illumination on the details of this flight will be obtained from the masterpiece as submitted by our Flight Surgeon.

"The wonders that appear to you in the air are in no way comparable to those that are hidden beneath the earth", wrote the great Fox Hunter's Chronicler, Rabelais, a few hundred years before the airplane was invented, living in a country where wine cellars were less depleted and less encumbered with Government regulations than those of our time. He might have been less cock-sure about that assertion if he could have ridden in a plane from Seattle to San Diego. Certainly, he could have seen and felt enough to wonder at in watching rain clouds to either side of him and feeling his plane rise and fall in meeting disconcerting air currents over the mountains of Washington and Oregon, especially if he had skirted Castle Crag or passed through a Los Angeles sand storm. That sand storm whipped our plane to one side making it act like an unbroken broncho ridden for the first time.

Such were the experiences in store for us when we gathered for breakfast early morning of April 4th in Seattle. That day we thought Major Martin would take off, so all the Fox Hunters were there except Lieut. Hine and Lieut. Heisen, who had gone earlier in the week. Some would have liked four or six hours more sleep to make up for sleep lost in partaking of Seattle's generous hospitality. Soon after we arrived at Sand Point, we learned that Major Martin could not start that morning because of a storm near Prince Rupert. The Rockwell Field fliers were sorry that they could not see the start of the world flight, but home they must go. Capt. Randolph was to remain in Seattle for a day. The rest of us, Major Arnold, Captain Houghton, Lieut. Richter and their observers said good-bye to Major Martin and his men, wishing them all good luck, especially Lieut. Smith, as he is one of our men.

Lieut. Heisen left Seattle on the 3rd. I have wondered if all his gang were there to bid him good-bye. His friends in Seattle were so many that they came to be known as 'Heisen's Gang' just as General Morgan's soldiers have been known ever since their time as 'Morgan's Men', a peculiar characteristic of men of spirit being that their followers are known as their leader's company, gang or men more commonly than by their official designations. Thus, many of us on the Pacific Coast remember that the 91st Squadron was known commonly as L.H. Smith's squadron, and if any stranger in Sacramento asked what the 91st Squadron was, he was told that it was L.H. Smith's squadron. If he then asked who L.H. Smith was he was told that he was the commanding officer of the 91st Squadron.

The scenery of the country we flew over has been sung and written about in abler tongues and pens than mine; therefore, in justice to those mountains and valleys which are the pride of the Pacific States, an account of their beauty should be sought elsewhere, vide supra as the encyclopedia puts it.

At our first landing at Eugene, we lost two Oregon enthusiasts who could not forego a day's trout fishing with Earl Simmons, the friend and host of the Fox Hunters from the beginning of their history. Lieut. Richter with his observer, Major Mannikhuisen were left at Eugene, and Major Arnold and Captain Houghton steered their planes south. At Redding Captain Houghton had to take on gasoline again. To make a landing he had to maneuver very carefully because the cross wind at the landing field was very bad. Major Arnold was sure that the captain would be delayed there for repairs. However, all went well. At Crissy Field Major Arnold found that his propeller was cracked, probably by flying mud at his last take off. We felt thankful that it had not cracked still more during the flight. The next day, April 5th, Major Arnold and Lieut. Heisen made the familiar flight from Crissy Field to Rockwell. Captain Houghton had to land at Santa Monica for gasoline and could not resume his flight until the next day when he also landed at Rockwell."

## LIEUT. RICHARDS RECEIVES DEGREE

Lieut. W.E. Richards, Army Air Service, who is pursuing a course of instruction at the Massachusetts Institute of Technology, Cambridge, Mass., has been recommended for the degree of Master of Science at a recent meeting of the faculty of this institution.

## A BOOST FOR THE AMERICAN AIRWAY SYSTEM

High tribute was paid to the work of the Army Air Service in connection with the establishment of an airway system in this country by Mr. Holt Thomas in a paper which he recently read before the Institute of Transport, England, on the subject of "Air Transport and Its Uses".

Commenting on the activities of the Airways Section, Office of the Chief of Air Service, in distributing Aeronautical Bulletins giving exact descriptions of landing field facilities in different parts of this country, Mr. Thomas stated: "The Americans are not doing this for a joke; they are doing this because they believe a new form of transport, faster than anything hitherto known, is evolved; and yet it should be so obvious to us, the pioneers of air transport, that the value to the British Empire, with no direct railway service, must be ten times that of the value to the United States served in many cases with excellent railway lines."

Mr. Thomas has been connected with aviation since 1906, and started the London - Paris Air Service in 1919. In the following year he wrote a book on aerial transport. Mr. Thomas is endeavoring to awaken enthusiasm in the British public for airplane communication within the British Empire - a difficult task believed by many, due to the fact that the average Britisher thinks in such short distances. The people of New York or Boston think nothing of obtaining their fruits and vegetables from the vicinity of San Francisco, but it never occurs to anyone in London to attempt to obtain vegetables from Baghdad, although the distance is the same as that from San Francisco to Boston.

## HANK GETS AN EARFUL OF KELLY FIELD GOSSIP

Kelly Field, Texas,  
April 28th, 1924.

Dear Old Hank:

With the passin' of the bonus thru the senate like a train passes a tramp, Sgt. Hill getting over the hay fever from courtin' a grass widow, Lt. Finn passin' thru space at 110 miles per hr. in a S.M. and Pay Hayes taking a 3-day pass during the Jewish holidays, I'm on the verge of a three-day pass via Laredo myself. Yes, Hank, always thirsty.

Well Hank, the rest of the Air Service come from Brooks Field last Saturday and Cadet Johnson was with them. Will you ever forget the time we sent him to Sgt. Cross to draw a quart of dishedral oil for the Major's ship? That's the same bird who used to think the Kentucky Derby was a plug hat. Happy days, eh Hank?

Who should walk in on us last week but Chaplain Crosby, formerly of the 9th Infantry, and informed us that he was to be our new "Sky Pilot", whereupon Cadet Hieson asked Sgt. Nendel if he was one of our flying instructors. Give her the gun, eh Hank?

You speak of my hebrew gondola as a relic or heirloom Hank, simply because it is 11 years old. Well you are partly right, it is "the tin you love to touch".

Well, we all drew our allowance of clothing last week, Hank, and Bill Enright drew 3 O.D. shirts and the rest in socks. Putnam allowed he'd draw two pair of shoes, size 11½ EE. They ought to come in kinda handy for puttin' out grass fires when he goes back home, eh Hank?

Plenty of excitement heppened last week when Corporal Maxwell was speeding in his leaping tuna. The cop jumped on the running board and told him to drive to the police station and Max says: "Officer have you ever been to Laredo?" "Never you mind, just drive on to the hoasegow" and Max replied "Well hold on tight Mr. Pinkerton, you're going to Laredo now" and he gave her the throttle, Hank.

If it is all the same to you Hank, don't call me "hebrew" any more. The first thing you know you will have the law on me for being a moonshiner. Always thirsty, eh Hank?

You know, Hank, like the collar in a two buck shirt, it will come out. Well to begin with, our friend Louaillier met up with a dark eyed cleopatra, who he

claimed was as rich as French pastry, but alas and alack so the saying goes, he found out to his sorrow that she was as crooked as a pitcher's thumb. The last report we got from him was that he was summering at Hotel DeBarbwire and expected to spend his time playing pool (cow pasture). Hold him, Sheriff!

Got a letter from Capt. Berman, Manila, P.I., who is still reducing by horse back riding. He states that as a horseman he and the Prince of Wales are pretty much alike; he can't stay on the horse's back and neither can the Prince. Yes, Hank, he still boasts that he is a perfect 46. Remember the shoehorn Lt. Holland gave him to get in and out of his chair with. Happy days, eh Hank?

Heard from Sgt. Hay, who reports that he has been complainin' of "Painters Colic". Must have run into a poor grade of lip stick, eh Hank?

Hank, you've heard tell about the girl out of the country and vice versa; well Sgt. Hill tells of a couple of city cousins of his who wanted to know if a cowboy was a he calf. That knocked us as stiff as a drum Major's back.

Lt. Dunton, who was Asst Castor Oil Officer in the Operations Office, left us for the Islands and plenty. We asked him to drop us a line once in a while and he said he would do better than that, he would think of us whenever he visited San Miguel. Imagination, do your stuff!

Hontz Bierman, the new leader of the "Umpa Band" had the degree of "Doctor of Music" conferred on him. Mrs. Hazelton allowed that the first thing he would do now is stop this jazz epidemic.

The races come off without a hitch and as Old Man Young put it, he never saw so many birds in the air in all his born days. Lt. Canfield asked him how he would like to ride in an airplane and he says, "I wouldn't have a nary thing to do with a contraption that could fly and wouldn't lay eggs". That was the fleas knuckle, eh Hank?

Sgt. Teegarden wants to thank you for that alarm clock you sent him Hank, as it came in mighty handy 'cause he ain't had nothing to wake him up for reveille except his wife's elbow for the past year, and besides his kidneys are bothering him again.

We had a spelling bee at the Hostess House last week and everything was going fine until Duprey busted it up by asking how many u's in the word "love".

Well, Hank, I got to breeze to town in my collapsible runabout so will abbreviate for this time.

As ever,

Shylock.

P.S. Yes, Hank, there's a heap of difference between the stuff Rip Van Winkle drank and the stuff you get today; Rip woke up.

## NOTES FROM AIR SERVICE FIELDS

Kelly Field, San Antonio, Texas, March 22.

**EIGHTH ATTACK SQUADRON:** Very little flying was accomplished during the past week because of inclement weather, giving the enlisted personnel of the hangars an opportunity to catch up on all repairs and affording more time to instruction on planes and motors.

Two formations of 3 planes each were furnished for a demonstration on aerial warfare staged by the Attack Group for the entertainment of four Japanese officials making a tour of the States and visiting various military stations. The first consisted of live bombing with 50-pound demolition bombs on the bombing range northwest of Kelly Field. Following the bomb attack the squadron flight took part in the demonstration by the Group on the Attack Group Airdrome, using dummy bombs and fixed and flexible Browning Machine Guns. Personnel participating in these maneuvers were: Lieuts. Smith, Crocker, Robinson, Sgts. Simmons, Young and Corporal Boice.

Lieut. D.W. Goodrich recently on detached service at Chanute Field, Rantoul, Ill., returned to this station and was assigned Assistant Group Supply Officer and Group Communications Officer.

During the live bombing maneuvers on March 11th, when General Lewis was making the tactical inspection of the Group, the 8th sqdn. leading the Group formation completely destroyed the target on the bombing range by making two direct hits, thereby spoiling all the fun of the remaining pilots of the Group.

Two cross-country flights were made during the week, one being to Galveston, Texas, by Capt. Houghland and Lt. Woodward on March 15th, returning March 16th, flying time 3 $\frac{1}{2}$  hours. A DH4B plane with a 60-gal. gas tank was used. This performance shows remarkable efficiency of the motor in this plane for consumption of gasoline. On March 18th Lt. Carr completed a cross-country flight to Brazoria, Texas, and return, to pick up Lt. Kimball who when landing there struck a stump and damaged the landing gear of his plane. Some rough weather was encountered on the return to Kelly Field, but both pilots returned late that evening.

**TWENTY-SIXTH ATTACK SQUADRON:** The squadron, in connection with the Group, participated in an aerial demonstration for visiting officers of the Japanese Army. A flight of 3 planes took part in a bombing attack, using 50-pound bombs. Three attacks were made on the targets, one bomb being dropped in the first and second attack and two bombs in the third attack.

The flight again took part in a formation for a demonstration of an attack on the airdrome. Targets were laid out on the flying field and were attacked by the different flights in flight column, each plane diving at the target, firing synchronized guns, and releasing terra cotta bombs. During the attack one flight would attack the target and the remainder of the Group formed a protecting column on each side of the attacking flight. The last attack was made by the entire Group in flight column, using the Browning Tourelle Guns in this attack.

The Japanese officers witnessed the demonstration from the top of Hangar #17 and were well pleased with the welcome accorded them. After the aerial demonstration the visiting officers were banquetted at the Officers' Club and on the whole seemed to enjoy themselves thoroughly.

**NINETIETH ATTACK SQUADRON:** Very little flying occurred last week due to inclement weather. Operations in favorable weather consisted of aerial gunnery and bombing, using 50-pound demolition bombs and flexible machine guns, also the Engineering Department made a thorough inspection and overhauling of all ships in the sqdn.

Two 3-plane formations participated with the Group in aerial demonstrations for the entertainment of Japanese officers visiting the field. The organization drilled and participated in a dismounted Group Review.

On March 18th Lieut. C. O'Connor took off on an airways trip to St. Louis, Mo., with Private Tretz as passenger.

**SIXTIETH SERVICE SQUADRON:** Lieut. Heisen, pilot, and Pvt. Pelton, mechanic, of Aberdeen Proving Grounds, Md., en route to Seattle, Wash., arrived here at 3:20 p.m. March 17th with the water jacket of No. 1 cylinder, right bank, leaking very badly. Nos. 2 and 3 cylinders of the same bank were also in very bad condition. These cylinders were pulled and three new ones installed.

### TENTH SCHOOL GROUP

**FORTIETH SCHOOL SQUADRON:** The squadron's monthly dance on March 17th (St. Patrick's Day) at the Hostess House was a most pleasant affair and a grand success

In every way, the guests numbering close to 300, including many from the Alamo City and all married men and their families on the post. A very good time was enjoyed by everyone attending. Refreshments were served and dancing and games were indulged in until midnight. The Kelly Field orchestra furnished the music. Among the many interesting features of the evening were the awarding of door prizes, a young lady from San Antonio, Texas, being the winner of a very beautiful vanity case and Pvt. Harold Galbraith of the 40th Sqdn. the proud winner of a gold fountain pen.

**FORTY-FIRST SCHOOL SQUADRON:** Capt. Chas D.B. Bubb, A.S., assigned to command the squadron, assumed his new duties this week after being relieved as Airway Control Officer of the San Antonio-St. Louis Section. The squadron is exceedingly fortunate in obtaining Capt. Bubb as its commander, inasmuch as his experience and training in Attack work and as Executive Officer of Kelly Field form an ideal combination for his present duties. Capt. Bubb was for some time the C.O. of the 8th Attack Sqdrn., one of the four pioneer attack organizations in the Air Service.

The squadron regrets the loss of Lt. Earl H. DeFord, in command for the past year, during which time the work of the squadron was reorganized to meet the heavy requirements placed upon it as a school squadron. Lt. DeFord is under orders for foreign service in the Philippines, and is at present languishing in the Oklahoma mud at Muskogee. He took a Martin Bomber to Chanute Field for the purpose of bringing back graduates of the A.S. Technical School, but was grounded indefinitely by Capt. J. Pluvius, Officer in Charge of Flying in Oklahoma. Latest reports show that the boys are reverting to youthful pastimes and while away the hours making mud pies.

Inclement weather held up the forthcoming night flying by students of the Advanced Flying School. Five ships of this sqdn. were equipped with running lights and have been "ready to go" since March 17th. With the clearing weather it is expected that the condition of the field will be such that the work can be done during the latter part of this week.

**FORTY-SECOND SCHOOL SQUADRON:** The squadron received one Fokker CO4, flown from McCook Field by Lt. Dunton. This ship is assigned for service test under the general supervision of the Director of Observation.

Flying last week totalled 80 hrs. 45 min. despite several rainy days.

**FLYING CADET DETACHMENT:** The arrival of six cadets and one Technical Sergeant from Brooks Field on March 8th brings the total number to fifteen. These are placed in two groups for the purpose of undergoing their flying instructions. The first Group "A" advanced to the stage of formation training, the second group "B" have not yet begun their advanced flying training, being on their ground studies. From the amount of barracks time they get in, their first solo in a DH should be a revelation.

Since a more general schedule for use of the post tennis court has been published, they have been in constant demand, at least during times allotted to cadets

The issue of parachutes to the students seems like putting more weight on the backs.

**WING OPERATIONS OFFICE:** Our lockers with padlock and key have been installed and are ready for use by any visiting pilots desiring a place of safe keeping for their parachutes, helmets, goggles or other equipment. All visiting pilots are cordially invited to make this place their official headquarters during a visit to this station. Facilities exist for sending telegrams or radios, or for the preparation of any reports. We are prepared to give out the dope on weather through special arrangements with our deadly enemy, Old Pluvius. Drop by and see the way we have the World's Flight mapped out on the globe in our map room. It is quite interesting now and will be more so when the flight gets well on its way.

Kelly Field, San Antonio, Texas, March 29.

#### TENTH SCHOOL GROUP

**FORTIETH SCHOOL SQUADRON:** Lt. DeFord and Capt. McDaniels, with Staff Sgts. Morehouse and Killgore as mechanics, returned from their cross-country flight to Chanute Field in two Martin Bombers, bringing with them several enlisted men who completed various courses at the Air Service Technical School. Some difficulty was encountered on their return, due to heavy rains, and the flight was delayed several days at Muskogee, Okla.

Capt. Giffin, Lts. Chapman and Gates returned in a Martin Bomber from Santa Monica, Calif., after having taken part in the Air Carnival for the Around-the-

World Flight. Lts. Kessler, Larson and several enlisted men were forced down at Hachita, New Mexico, for some minor repairs on their Martin Bomber, causing a delay of several days there awaiting supplies from El Paso. A forced landing was also made at Columbus, N.M. which necessitated home-made repairs.

Capt. A. M. Guidera, Lt. Canfield and Sgts. English, Grant and Kirby made a cross-country flight to Laredo in a Martin on the 24th, returning on the 25th.

Night flying was conducted last week with one Martin and two DH4B's.

The Squadron Baseball team lost by a score of 6 to 2 to the 2nd Eggs. 2d Div. Ft. Sam Houston, Tex. Daniel Collins on the mound for the 40th could not hold the Engineers back.

**FORTY-THIRD SCHOOL SQUADRON:** Capt. McDaniel, who returned from a cross-country trip to Rantoul, Ill. was gone just a month. Unless the route is changed or the Indian Reservation moved from Muskogee, Okla. we will be lucky, indeed, to ever get him back in case he goes again. We understand that a new Indian Commissioner is in order because in the short space of two weeks the onerous load of poor lo, the white man's burden has been immeasurably lightened. But he reports that the trip was pleasant in spite of constant rain and snow encountered in practically every phase of his trip.

The flying in the Squadron was greatly curtailed due to the MB3A's going out of commission. The drift and drag wires in both lower and upper wing panels loosened to such an extent that a major overhaul was necessary. The SE5A's are at present hors du combat due to the hold down motor bearer fitting breaking. In one case four out of six fittings had broken. It is impossible to ascertain condition of ship without pulling motor. The forward fitting can be inspected by removing the radiator and hoisting the motor.

**TWENTY-SECOND PHOTO SECTION:** Several camera tests were conducted last week of new equipment to be used in the Advanced Flying School during the next course.

A mission was flown for the Commanding General, 4th Infantry Brigade, Ft. Sam Houston, Tex., during operations carried out by that unit. The results were printed and mounted and a lecture was delivered interpreting these photographs.

About 6000 pounds of electrical and plumbing supplies and equipment removed from Ellington Field, Tex., arrived for use in the construction of a new photo hut.

**FLYING CADET DETACHMENT:** The Cadet Detachment is slowly growing, three cadets from Brooks Field lately joined the Detachment, making total strength 18. The Benzine Board was in action on the 24th to take up the matter of all deserving cadets. The results are not as yet definitely known.

Section "A" studied "Tactics of all Arms and Duties of Squadron Commanders"; their flying was average. They have been making 180's and 360's and spot landings. Section "B" in addition to Ground School studies began their first stage of Advanced flying and are progressing very nicely.

#### THIRD ATTACK GROUP.

**HEADQUARTERS THIRD ATTACK GROUP:** Routine training in bombing, aerial gunnery and flying various types of planes was the program of the Third Attack Group during the past week. A marked improvement is noted in the accuracy of bombers and machine gunners, the percentage of hits registered with tourelle guns steadily rising since the discontinuance of the use of tracer ammunition. It was found that the gunners when using tracer ammunition rely only upon direction of fire and, as the ratio of tracer ammunition generally used is one tracer to five service rounds, it can be readily determined that when the tracers are hitting the target at long range the service ammunition, with greater velocity, are striking above the objective. In using service ammunition only, the gunners must use the sights, there being no other method of determining direction of fire.

Extensive preparations were made for the Group's participation in the Heavier-than-Air exhibition in connection with the National Elimination Balloon Race.

The following telegram received from Lt. C.E. O'Connor when he reported the "stopping" of the Airway Plane he was piloting from Scott Field to Kelly on March 24th, is quoted:

"Forced to land with oil leak near Preloar, Missouri stop struck tree taking off soft field stop plane completely washed out stop no passenger stop own injury slight stop wreck guarded am returning to Scott Field stop."

It was a bit of hard luck when Lt. O'Connor hit the tree and stopped the plane completely, but on the other hand the stopping of the plane not causing serious injury to the occupant was a flock of good luck. We're with you "old top" and hope there'll be no more stops in your flying career.

**EIGHTH ATTACK SQUADRON:** Flying operations the past week consisted of the usual

routine test flights and training in attack and tactical exercises.

Lt. Williamson, Post Transportation Officer, was relieved and assigned to this squadron as Supply and Transportation Officer.

Pilots proceeding on cross-country flights during the past week were: Lts. Smith, Robinson and Goodrich in DH4B's to Muskogee, Okla. to attend the American Legion Convention. Lt. Long proceeded on Model Airways flight, using the regular Airways plane from the 60th Service Squadron.

TWENTY-SIXTH ATTACK SQUADRON: This organization received from McCook Field a set of synchronizing gears for the Browning synchronized guns. This equipment is to be given a thorough service test to determine its efficiency.

This squadron in connection with the Group participated in tests of bombing equipment and training of personnel in aerial gunnery with the Browning flexible machine guns. A course of instruction was followed out, giving the enlisted men designated as gunners and observers training in machine gun work on the ground and nomenclature of the high explosive demolition bombs.

On March 26th Pvt. 1st Class R.W. Garrett returned from Chanute Field, where he was stationed for the past 6 months taking a course in Radio and Photography. He passed the examination with a high average.

SIXTIETH SERVICE SQUADRON: Lt. Evert, accompanied by Corp. Benson, of Ft. Bliss, arrived here March 19th in a EH plane and returned the 23rd.

Kelly Field, San Antonio, Texas, April 7.

#### TENTH SCHOOL GROUP.

FORTIETH SCHOOL SQUADRON: The baseball team defeated the Military Police Company of Ft. Sam Houston on March 30th by the score of 21 to 16. Lt. Alfred Kessler, Jr. made a cross-country flight to Hachita, N.M. in a ship from the 12th Obs. Sqdn., El Paso, for the purpose of bringing back NBS1 which was forced down there on account of trouble with the water jackets.

FORTY-FIRST SCHOOL SQUADRON: A farewell dinner in the honor of 1st Lieut. and Mrs. Earl H. DeFord was given by this organization in the Squadron Mess Hall March 31st. Those present were Lieut. DeFord (Mrs. DeFord being unable to attend) Major and Mrs. H.M. Hickam, Capt. and Mrs. Chas B.B. Bubb, Lieut. and Mrs. Walter R. Peck, Lieut. and Mrs. R.B. Walker, Lt. and Mrs. B.W. Chidlaw and Lieut. G.E. Rice, several NCO's with families, and the organization. After the dinner Lieut. DeFord was presented with six silver goblets by the men of the organization. He made a short speech of thanks, expressing his appreciation for the banquet and presents, and also for the whole-hearted cooperation which the organization had always accorded him while he was Commanding Officer. After a short speech by Major Hickam the organization passed thru the door single file and Lieut. DeFord bid each member farewell with a hearty hand clasp.

FORTY SECOND SCHOOL SQUADRON: The squadron received four DH4B's from the S.A.A.I.D., and sent two there for overhaul, leaving us with a total of 25 ships. Sixty-one hours flying time, half of which by students and cadets only partially indicates the activities on the line. All due preparation has been made for the beginning of flying of another section of the present class.

FORTY-THIRD SCHOOL SQUADRON: A run of hard luck seems to be overtaking this organization. The tie rod fittings in the wings of the MBBA's have pulled into the spars so badly that all except three had to be sent to the S.A.A.I.D. for overhaul. Then the engine bearer hold down fittings on the SESE's decided to let go, and they have all been placed out of commission until these fittings can be strengthened. The Spads are now taking the brunt of the work. The DH4B flight has its hands full caring for the six dual instruction ships for the new class recently transferred from Brooks Field. Preparations are in full swing for the National Balloon Race when an Air Carnival is to be staged, by the S.A.A.I.D., Brooks Field and Kelly Field.

#### THIRD ATTACK GROUP

EIGHTH ATTACK SQUADRON: The past week was devoted to the regular prescribed training in attack and tactical exercises, cross-country and routine training. Two DH4B planes flown to Muskogee, Okla. on March 27th were badly damaged that evening at Muskogee by a cyclone. It was necessary to wait for repairs from Post Field before the return flight to Kelly Field could be made. Damage to the tail sections of both planes necessitated the installation of new rudders. The plane flown by Lieut. Robinson was blown across the road and received a broken longeron.

It is likely that both planes will be washed out as result of the damages received during the cyclone. In spite of the misfortune both pilots returned to Kelly Field on the date specified by their Special Orders. On April 2nd five planes, pilots and observers were furnished for participation in a maneuver by the Attack Group to Ft. Clark, Tex. The flight there and return completed in 2 hours and 40 minutes, all planes returning without a mishap, with a total flying time of 26 hours and 40 minutes.

**TWENTY-SIXTH ATTACK SQUADRON:** This squadron participated in formations for bombing, machine gun practice on the target range at Camp Stanley, Tex., formation in practice of combat signals and practice in different formations. On April 2nd a 3-plane formation participated in a tactical maneuver at Ft. Clark, Texas. Lt. D.B. Phillips, A.S. Supply Officer of Kelly Field, took off at 5:30 a.m. Apr. 2d with Pvt. Woods, 60th Service Sqdn., on a cross-country flight to Washington, D.C. Extensive preparation for this flight had been going on for the past two weeks.

**SIXTIETH SERVICE SQUADRON:** Major Andrews, Post Executive Officer, accompanied by Major FitzGerald, Operations Officer of the 10th School Group, took off from this field at 6:00 a.m. April 2d on a cross-country flight to Washington, D.C. Major Burwell, Wing Operations Officer, with Pvt. Hicks of the 13th Attack Squadron as mechanic, returned from Los Angeles, Calif., March 30th, after witnessing the take-off of the Douglas World Cruisers on the first part of their flight. Lieut. Watkins of Brooks Field, took off at 8:00 a.m. March 30th for Scott Field on an Airways flight, accompanied by Sgt. Thomas of the 41st School Squadron. Lieut. Smith, C.O. of the Squadron, with Sgt. Wallace as mechanic, made a cross-country flight to Muskogee, Okla. March 27th, returning April 1st.

**NINETIETH ATTACK SQUADRON:** Operations this week consisted of bombing, using 50-pound demolition bombs. Several direct hits were obtained. The organization participated in a cross-country tactical problem to Ft. Clark, Texas, for which 5 planes were furnished for the Group. The plane in which Lieut. Gaffney was flying was forced down at Castorville, Tex., 20 miles from Kelly Field, due to vertical timing gears breaking. Lieut. O'Connor, flying on the Model Airways and leaving St. Louis for Kelly Field, had a forced landing at Prelore, Mo., 60 miles from St. Louis, which completely demolished the plane. He returned here with Lieut. Long, who was also flying on an Airway trip. On March 27th Lieut. Zettle, with Capt. Hofstetter as passenger, made a cross-country flight to Muskogee, Okla. with several other planes from other organizations. After reaching Muskogee a rain and wind storm blew up damaging the plane and delaying his return until the 31st.

**OPERATIONS OFFICE, 3rd ATTACK GROUP:** The activities of the Group last week consisted of bombing practice and instruction in flying various types of planes. A tactical problem was undertaken by the Group on April 2nd, when 19 planes hopped off at 9:00 a.m. and started toward their objective, Ft. Clark, in Group formation. The objective, a distance of 100 miles by air, was reached and landing made at 10:15 a.m., a forced landing and a washout being the outstanding unusual features of the problem. The former, by Lt. Gaffney, has already been mentioned. It is the popular opinion that the latter was a demonstration included in the celebration staged by Lt. Jones upon his return to the Group after completion of a two months' leave of absence. The washout occurred while taxiing across a landing field in the center of a cavalry drill ground, and might lead one to suspect Lt. Jones of being affected by the surroundings to such an extent that he attempted to jump the ditch which obstructed his passage. At the present writing Lt. Jones can't be induced to make a statement fit to be published.

The American Legion Convention held at Muskogee, Okla. March 27th attracted the attention of Capts. McIntyre and Hofstetter, Lieuts. Smith, Robinson, Goodrich and Gillespie. All reported as having enjoyed the trip immensely, and no doubt exists that the honor and dignity of the Service was ably upheld.

**WING OPERATIONS OFFICE:** Lieut. Barksdale and Mr. Showalter, from McCook Field, arrived here March 31st in a DH4B, especially equipped with navigation instruments, including the earth inductor compass. Practically every officer on the post inspected the plane and Lieut. Barksdale and Mr. Showalter kindly answered many questions explaining the use of the instruments. The return flight from here to Muskogee was made in the exceptionally good time of four hours, a distance of 480 miles. The visit of the plane was of great interest to all personnel, and all appreciate the kindness and willingness of Lieut. Barksdale and Mr. Showalter in answering the many questions put to them during their visit here.

Fairfield Air Intermediate Depot, Ohio, April 21.

The Officers' Bowling Team is still going strong. The five officers who are highest on the list renew their challenge to any military team in the U.S. and believe that they can put up a good contest anywhere. Communications on the subject of bowling should be addressed to Lt. W.S. Hamlin, Wilbur Wright Field, Fairfield, O. The highest individual score of the season was made by Capt. C.O. Thrasher and the highest average score by Warrant Officer Brewer.

Lieut. F.P. Kenny returned from a trip to Bolling Field, Langley Field, Aberdeen Proving Grounds, Middletown A.I.D. and other stations. He reports that he spent a busy two weeks answering questions regarding supply and cost accounting and is now able to mention every Air Service circular by its name and number right off the bat.

Major Ira Longanecker, Inspector Gen. Dept., arrived here April 21st to make a regular inspection of the activities carried on at this station.

The following extract from the bulletin of the 83rd Division, published by a Reserve Division at Ft. Hayes, Columbus, O., should be of interest:

"Legion" Luncheon Club Adopts Resolution.

At a recent meeting of the American Legion Luncheon Club of Dayton, Ohio, the following resolution was unanimously adopted and copies were forwarded to the Dayton Chamber of Commerce, Senators Willis and Fess and Representative Fitzgerald:

"BE IT RESOLVED by the American Legion Luncheon Club: that we individually and as a body are in full accord with the National Defense Act in all of its provisions. That we believe it should be carried out in full and that Congress should appropriate sufficient funds for a full compliance with the spirit of the Act".

Lieut. Leon E. Sharon reported here on April 17th from Kelly Field. He will take over Lieut. Kenny's place, as the latter expects to leave for the Philippines in June. Lieut. Kenny will proceed from New York City by transport to the Panama Canal Zone and will remain there about one month to supervise the installation of the cost system at Panama.

Two Martin Bombers, piloted by Lieuts. Whiteley and Smith, left on April 19th for Langley Field, to be used in bombing tests. One of the bombers had just been remodeled in the Repair Shops.

Lieut. Frederick H. Kimble arrived here from Kelly Field recently, piloting a D.H. photographic plane back to his home station. - Lieut. G.V. McPike made a cross-country trip to Chicago and return, April 12th and 13th. - Lieut. H.H. Mills cross-countried to Chicago in a DH on April 15th and returned the next day. Capt. Henry Pascale left on April 8th on a regular airways trip, returning on the 11th. Lieut. R.C. Moffat, Supply Officer at Selfridge Field, arrived here on April 8th and returned the following day. - Lieut. Bob E. Nowland with Master Sgt. Secord, from Fort Riley, arrived here on April 8th to obtain supplies, leaving the following day for their home station. - Lieut. Frank M. Paul flew here from Chanute Field to consult with the Field Service Section on matters regarding supply. - Lieut. L.W. Motley arrived here from Norton Field, Columbus, O., bringing Capt. T.D. Sterling as passenger. They returned the following day. Capt. Sterling was formerly with the Engineering Department of the Northern Pacific R.R. and is now assisting in construction work in the Q.M. Corps in this area.

Lieut. G.E. Ballard left for Selfridge Field, Middletown A.I.D. and other stations in the East for the purpose of inspecting all planes and engines with a view to retaining in the service only such as come up to current standards.

Luke Field, H.T., April 11th.

Luke Field's schedule of operations for the week consisted of training in aerial gunnery, camera obscura from an altitude of 6000 feet, dive bombing, and cross country inter-island flights.

The 72nd and 23rd Bombardment Squadrons carried out missions in conjunction with the anti-aircraft regiments at Fort Shafter. These squadrons were flying daily, towing a large target for the anti-aircraft men to fire at. Hits were scored after landing and the progress made by the anti's was indeed pleasing.

The 19th and 6th Pursuit Squadrons had a very successful week in bomb diving, cross country and acrobatics. They are both equipped with the speedy MB3A pursuit ships, which have been in use in this Department since May, 1923.

Of the three games played this week, the post baseball team won one, defeating the 21st Infantry of Schofield Barracks in the 11th inning by the score of 1 to 0. They lost a close game to the Naval Air Station 6 to 5 and to the Marines of Pearl Harbor 9 to 8.

On April 5th the Luke Field pugs journeyed to Schofield Barracks to participate in the final round of the Department tryouts for the Olympic Games. The boys all put up game and willing battles, but the battlers from the hills were a little too much for them.

France Field, Panama Canal Zone, March 24.

EDDIE INSCRIBES A LETTER TO ALICE

Dear Alice:

Well your postcard got here at last and had only two corners broke off, so whatever information and gentle words you may have wrote was stolen by the mailman I guess, except the date which proves that your brother must have been knocking me again on account of our old quarrel and that you have a lot of other interests or men or something to take up your time evenings instead of trying to cheer up a lonely <sup>flyer</sup> who is carrying the honor of his country into the jungles in foreign lands which is supposed to be more honorable than sitting on the edge of a sofa and reading the faces in the best girl's family album.

As is a well known truth in both our families, which I have often remarked about, I have been shifted around the U.S. and its possessions pretty often of late which the interests of the Air Service has demanded and I am not the kind of true hearted soldier who is always grumbling about the terrible routine and risk of this great service of ours. Since I came here as is usual I have had to bear a great many of the burdens which are always being held up by several other efficient men until I get on the job which has been the case ever since they got me interested in this game.

Around a place like this there is a lot of things to be done if there is anybody who has escaped the fevers and hook worms and the lure of the tropical moonlight which is a terrible thing according to the way some of the folks look who has lived here for any time, although I don't expect to be affected much on account of my temperament as I am known to be hard hearted which may be so except to the girlie I think of most of the time especially at night when I walk along the waterfront and listen to the moaning of the waves, etc.

The operations of the field has got a new impulse in the person of Major Junius W. Jones who has recently arrived and already he has made his presence felt especially to me as I have been using a shovel and pick again helping the Major to improve the flying field, and as you remember these tools was at one time the insignia of the Air Service especially to us that helped build all the Texas flying fields it kinda made me think of Kelly Field and Mexican jumping beans and horny toads, but the only animal like a horny toad here is a big lizard named Iggwana, which is eaten in preference to chicken on Sunday by the natives on account of there being only a few hens on the Isthmus of Panama.

Captain Thomas S. Voss, who I used to tell you about being the Operations Officer has moved away across the Zone to Quarry Heights which is a big rock next to the Pacific Ocean where all the generals and their crderlies live and where the ships get out of the other end of the canal or else come in to go out on this end. Captain Voss had taken up the job of Air Officer which was left open when Major Walsh left for the dear old U.S. a few days ago.

Our C.O. Major Bradley was away for a few days last week on account of sickness but is back again on the job so that the ham flyers has got to be on the job again and keep doing something besides brushing the sandflies off one another. Last week a lot of Nobles from the Mystic Shrine of Syria came out to see the aeroplanes which was all decorated with a lot of camels and swords and stars and some funny names like "Zem Zem" and some others I couldn't understand, and a lot of the birds wore red hats with yellow swords and stars on them and more funny names and they seemed to have a lot of things to laugh about, especially when somebody said something about Lieut. Kenney which is one of the Tiger Cat Pursuiters. I took a ride with one of the other fliers to show them a trick or two about this here game of ours and everything would have been all right if I hadn't busted the fingernail on both my hands on account of this crazy bird I was with not telling me what he was going to do next and for a while I think he kinda lost control only he wouldn't admit it afterwards.

That's one of the reasons I'm not writing much this time on account of the pains I suffer and also on account of your only sending me such things as penny post cards with all of the writing tore off so please tell your brother to lay off me for when I come back from this place there won't be no MP to interfere for him,

, which was the case in Bordeaux no matter what he says now.

I love you just the same in spite of your family who are all right except that I hate your brother.

EDDIE.

Air Service, Tenn. National Guard, Nashville, April 10.

With the advent of Spring, flying is increasing considerably and it is planned to have several problems with the newly organized Field Artillery unit at Murfreesboro about thirty miles outside of Nashville.

Clear weather and dry fields will greatly increase cross-country flying. Lately Lieut. Horkins made a cross-country flight to Cookeville and return and new planes were ferried to this station by Captain Fox and Lieut. Williams.

On March 19th the annual federal inspection was held and the inspecting officer had very few criticisms to make. The Squadron had 12 officers and 91 men present for inspection and the Photo Section had one officer and 20 men. Our actual total for both units to date is 18 officers and 132 men, with a medical officer attached.

Our Flight Surgeon, Capt. J.B. Hibbitts, Jr., is pursuing a course at the School at Mitchel Field, L.I. and 2nd Lieuts. Meadow, Peterson, Hartsfield and Douglas are taking a four months' course at Brooks Field, Texas, for a J.A.P. rating.

The Air Service, like all the rest of the Tennessee National Guard, has shown a decided improvement and we are looking forward to a very active spring and summer season.

Brooks Field, San Antonio, Texas, April 7.

Among the cross-country training trips were: Lieut. McCormick to Laredo, Tex. and return; Sergeant Geo. C. McGinley to Tallulah, La., and return; Lieut. McDaniels and Sergeant Mitchell to Franklin, Texas, and return; Lieut. Breene to Galveston and return; Staff Sgt. Roy L. Mitchell and Sgt. Long to Laredo, Tex. and return; and Lieuts. McCormick, Breene and McMullen to Laredo on April 5th and return.

During the short hiatus in flying training, the permanent officers and their wives had a week end party at Nuevo Laredo. All gathered at the Bohemian Club for dinner on Saturday. The party was in Mexico and a good time was had by all.

Brooks Field, San Antonio, Texas, April 14.

Cross-country training flights for the week end included the following: 1st Lieut. Robt. G. Breene and Pvt. Burton M. Hovey to Brownsville, Texas, and return; Staff Sergeant Chester F. Colby and Technical Sergeant T.J. Kelly; Staff Sgt. Roy L. Mitchell and Sgt. Long; and Staff Sgt. George C. McGinley and Sgt. Solso all to Fort Worth, Texas, and return.

Mrs. Ralph Royce and Mrs. F.H. Thorne were the hostesses for the regular Thursday Ladies' Bridge Club which met at the Officers' Club. On Friday evening the officers entertained with their regular dance at the Club, which was largely attended and greatly enjoyed by all. On Saturday morning a very novel event was staged at this field to arouse interest in the National Balloon Races, namely, a Fox and Geese Chase. A large free balloon was allowed to take off and get out of sight among the clouds, at which time many airplanes took off and attempted to find it. Second Lieut. Robert C. Ashley was the first to sight it and after having circled it returned to the field.

With the approach of Springtime, much interest is being displayed by the organizations of the field in baseball, and the Brooks Field "Babe Ruths" may be seen daily swatting the old ball around the diamond.

Brooks Field, San Antonio, Texas, April 21.

Flying time has been piling up due to excellent weather conditions. The September class for students has been completed, the last contingent having been transferred to Kelly Field during the past week. Flying instruction and ground school classes for the new class started and are progressing satisfactorily. The interest of the entire personnel of the field is centered on the Balloon Races. Several types of ships entered from this field will be flown by pilots from this station.

Cross country flights for the week-end included the following: - 1st Lieut. James G. Taylor and Pvt. Burton M. Hovey to Pearsall, Texas, and return; Staff Sergeant Chester F. Colby and Captain Dell Gray, D.C., to Muskogee, Okla., and return; 2nd Lieut. Townsend Griffiss and Sergeant Serber; Sergeants Wm. A. Winston and R. C. Long to El Paso, Texas, and return; Lieuts. R. G. Breene and Julian B. Haddon to Ft. Ringgold, Texas, and return; 2nd Lieut. F.W.C. Wimsatt and Sergeant Britton to Ft. Worth, Texas, and return; 2nd Lieut. Carl B. McDaniel and Pvt. J. Carrara and Staff Sergeant Roy L. Mitchell and Pvt. Macguire to Corpus Christi, Texas, and return.

Rockwell Field, Coronado, Calif., April 18.

Picturization of the Colorado River from a point near Las Vegas, Nevada, to a point where the waterway leaves the Grand Canyon was attempted this week by Captain Robert G. Ervin and Lieut. Frank W. Seifert of Rockwell Field, who carried as passengers in their DeHaviland planes, Sam Greenwald and J. Brockhurst photographers and moving picture operators. The four men left Rockwell Field early Wednesday morning for Las Vegas, and flew up the Colorado River, Greenwald and Brockhurst taking moving pictures of opposite sides of the waterway. Wind conditions permitting, the airmen will dip their DeHavilands into the Grand Canyon, where it is planned to make a complete aerial photograph of the mountain and valleys. On the return flight down the Colorado River to Las Vegas more pictures will be taken of the Colorado River. The entire trip, it is expected, will consume about four days. A copy of the moving pictures and photographs taken by Greenwald and Brockhurst will be given to the Chief of Air Service. Later the International News reel will exhibit the pictures in various theaters throughout the United States.

Rockwell Field lost one of its old-timers by the leaving of Captain Wm. M. Randolph (Wild Bill) for the Panama Canal Zone. Captain Randolph came to Rockwell Field February 6, 1919 from Kelly Field, Texas, as a 2nd Lieutenant, Air Service and was promoted to Captain, April 8, 1921. During this time he has held nearly every assignment that could be handed an officer on this field. While on these various duties, he won the friendship of all who came in contact with him. Billy leaves here with the best wishes of all, and it is hoped that his assignment in the Canal Zone will be pleasant for both him and his family.

Lieut. Horace N. Heisen left Rockwell Field on the 17th for El Paso, Texas, enroute to Aberdeen Proving Ground, Md. Lieut. Heisen came out here to demonstrate the laying of smoke screens at the various activities in the 9th Corps Area during the Army Relief Exhibitions connected with the departure of the "Around-the-World Flight". Owing to delays he was late in arriving, and the apparatus which was received prior to his arrival was installed on a R.A.I.D. plane and the screen laid by officers from this field.

The employees of this Depot were treated to four reels of moving pictures through the courtesy of the Commanding Officer, Major H.H. Arnold, showing the advancement of the flying machine from the early days of the Wright Brothers to the present. The sinking of the battleships off the east coast was also shown; also views of the activities at McCook Field, Dayton, Ohio. These pictures were very interesting to many of the employees at this depot who have been constantly in touch with the advancement of Aviation from the early days of the Air Service on North Island.

Messrs. O. C. Christiansen and L. E. Bussey of the Engineering Division, McCook Field are here for the purpose of observing the methods employed in engine operation, maintenance and overhaul at this Depot.

The Rockwell Field Masonic Club, numbering members among the employees in the various department at this Depot, gave a very pleasant entertainment and dance at the Masonic Hall in Coronado, April 19th, which was well attended by the personnel of this Depot. Some very fine talent was displayed by the Masons and their families. Miss Constance Davis, daughter of Captain Ezra Davis, Q.M.C., Quartermaster at this Depot, made a decided hit in the Sailor's Hornpipe, and with her Hawaiian selections, sung both in English and Hawaiian, accompanied by the Kanaka's four-string instrument, the ukelele, brought down the house. Mrs. J. L. Gill, wife of Mr. J. L. Gill, our Cost Account expert, assisted by J.W. Kerr, Miss Marguerite Fegan, and Henry Millar, accompanied by Miss Mae Gill, gave two very fine musical sketches which were far above the average. Ice-cream and cake were served during the evening, and everybody went home with the feeling that the Rockwell Field Masonic Club is there with bells on when it comes to entertainment.

Camp Nichols, Rizal, P.I., Feb. 25th.

Captain Beam and Major Halpin made a reconnaissance flight over Bataan Peninsula. On the following day Lieut. McCune with Major Halpin made a flight upon the same mission. Lieuts. Carter and Lawton flew to Mindoro for the purpose of transporting staff officers in connection with the locust patrol maintained there. Several cross-country flights to Clark Field were made during the week.

We have with us now the Feather-weight Champion of the Philippine Department in the person of one John W. (Jack) Kavanaugh. Jack won his fight via the K.O. route last Saturday night at the Olympic Stadium in Manila in the third round from Campbell of the 66th AA Bn. of Fort McKinley in the feature fight of the evening. We are all satisfied that Jack is made of the stuff that is so necessary in all champions, viz: a fighting heart and Irish nationality. The members of the 6th Photo Section were present at the Department Fights with their cameras and have a choice collection of action photographs showing the men at their best, which should be of interest to all followers of the ring.

February 21st, the day of the Annual Field Meet, and the ensuing holidays made a very pleasant break in the routine of camp life. The events commenced at 7:30 A.M. with a "Phantastick Pee-Raid", consisting of Headquarters Infantry, the 28th Cavalry, 66th Field Artillery and the Medical Corps. Private Matthew Sias made the hit of the day as the "G.I. Soldier", said get-up being a very original and clever exaggeration of all the clothing and equipment that go to make up the "White man's burden" here in the Islands. The 28th Volley Ball team won the first game from Headquarters, only to lose the final game to the 66th Service Squadron. The 66th's Noble Knights pricked forth and besmeared the landscape with all comers in the Jousting Contest, and their Special Navy Detachment took both 1st and 2nd places in the dry land boat races. The 66th Tug-O-War team literally walked away with their event, winning from the Headquarters team and the 28th Squadron. Private Sinclair won first place for Headquarters in the Cracker eating contest and the potato-race; Corporal Davidson (Headquarters) first place in the floating apple contest; Sergeant Read and Private Soelter first place for Headquarters in the three-legged race. Sergeant Read also won second in the high jump. Privates Sinclair (Headquarters) and Braxton (28th Squadron) tied for first place in the final scores, but Private Braxton won the toss of the coin thereby winning the first place.

Through the courtesy of the San Miguel Brewery Co., four large kegs of foaming Bevo slaked thirsty throats, while the Mess Force did themselves proud with hot-dogs, sandwiches, Irish turkey and pie. At the close of the Meet, Mr. Brias, representative of the San Miguel Brewery Company, presented the 66th Service Squadron with a silver Loving-cup, donated by his company to the Squadron winning the most points in the entire meet. The final scores were: 66th Service Squadron 48, Headquarters 4th Composite Group, 36 and the 28th Bombardment Squadron 32 points.

Camp Nichols, Rizal, P.I., March 5th.

The first of the week slipped along quietly enough, with the usual garrison and routine duties being performed in the hangars and around the Post. But, alas, there is an end to all sweet dreams. February 28th, hit us like a ton of brick. This, in the nature of a yearly Tactical Inspection by a representative of Headquarters Philippine Department. On the 29th, all airplanes of this command were inspected with full armament followed by the execution of a tactical problem in bombing and gunnery. We were all very much pleased, when Lieut. Col. Seaman, the Inspector, expressed his satisfaction with everything in general.

Several men of the command are taking advantage of the Detached Service at Baguio, Mountain Province, and will spend the next two weeks there, among them, our celebrated pugilist, Jack Kavanaugh, the Feather-weight Champion of the Philippine Department, who will be in training for his coming bout with the Featherweight Champion of the Navy, sometime in the near future.

The next Transport to the States will take away a number of our "old-timers". The Command will miss them and we extend to them a wish for "Bon Voyage" and hope that among those arriving we will find some who will be able to take their places.

March 1st, Lieut. Halverson flew to Mindoro and reported the "Locust Patrol", conducted by Lieut. Weddington, of this Station, to be progressing favorably. Lieut. Weddington is demonstrating several new methods for exterminating the locust. He is also demonstrating the use of the DH4B to carry food to the populace in the mountainous regions, in a few hours, in comparison to the fifteen to eighteen days to accomplish this by carabao.

Camp Nichols, Rizal, P.I., March 10th.

Several of our best and brightest departed for green fields and pastures new, on Sunday, when they were granted fifteen days' detached service at Camp John Hay, Baguio, Mountain Province, there to disport themselves and regain their lost energy.

On March 1st, Lieuts. St. John and Johnson flew in formation to San Jose, Mindoro, for the purpose of Photographing the Locust Patrol activities and carrying supplies to Lieut. Weddington. Private Christiansen, of the 6th Photo Section, working in conjunction with Lieuts. St. John and Johnson, is making aerial photographs of the Mindoro Sugar Company as the location of the Air Service locust campaign and he is also making many ground pictures of the locust in various stages. Several cross-country flights to Clark Field, Pampanga, were also made during the week.

The 28th Bombardment Squadron expects to be very busily engaged for quite a while in the assembly of their consignment of Martin Bombers, which arrived on the last transport.

The Officers of Camp Nichols not only steer planes, but are learning to wrestle equine quadrupeds as well, for the Commanding Officer has established a riding class for all and sundry. All members are making great progress, (Ref. Webster, the act or state of going forward), in the course of instruction. The first few days were taken up by tail-spins, nose-dives and rolls-off. But after that all members took a good hold on the stick, - or should we say pommel - and are now gliding smoothly, with the exception of one M.D. who is still on flying status.

Our swimming pool opened this week, costume being the "all-together", and as we have no over-head protection from Old Sol, many are the hearts that are weary to-night, longing for the pain to cease. Red seems to be the favorite color among our natorians. Cheer up boys, maybe it will develop into that "healthy tan".

"Notes from the 42nd Air Intelligence Section".

Isn't it queer what far reaching results some orders have? For instance, an order came around for all men on flying status to report to the Post Surgeon for examination of dental work with a view to identification.

Now at a casual glance, a disinterested party might not foresee the drastic changes that will result in, "what the well dressed young aviator will wear this season." We predict that in addition to the conventional greasy coveralls, smudge of oil on left cheek, goggle creases about eyes - at least that is the usual alibi for dark circles about the eyes - cotton filled ears and monogrammed gold teeth!

Stop and consider young man, will you as a corpse have that handsome well bred appearance that is possible only to one who is conscious of perfectly monogrammed gold teeth?

Also it will preclude the possibility of traveling under an alias. We will assume your initials as P.D.Q., and you attempt to tell the ballerina whom you owe 80 centavos for dances, that your name is Smith and she will say "You no can spoof me." Your smile will give you away. So after this fashion becomes popular if you would travel incognito you must not yawn in public.

Saturday inspection saw a tremendous expansion of the Sick Report. They say a full pack was more than their shoulders could bear.

Hdqs. First Corps Area, Boston, Mass., April 22.

The Boston Air Port, after a winter of snow and ice, thawed out, and flying has started in earnest. Notwithstanding the extreme cold weather during December, January, February and March, a total of 300 hours were flown during these months by Regular Army and Organized Reserves (National Guard time not counted).

A number of cross country flights were made recently as follows:-

Lieuts. Doolittle and Whitten, students at Massachusetts Institute of Technology, made a cross country flight to Washington and Dayton and return.

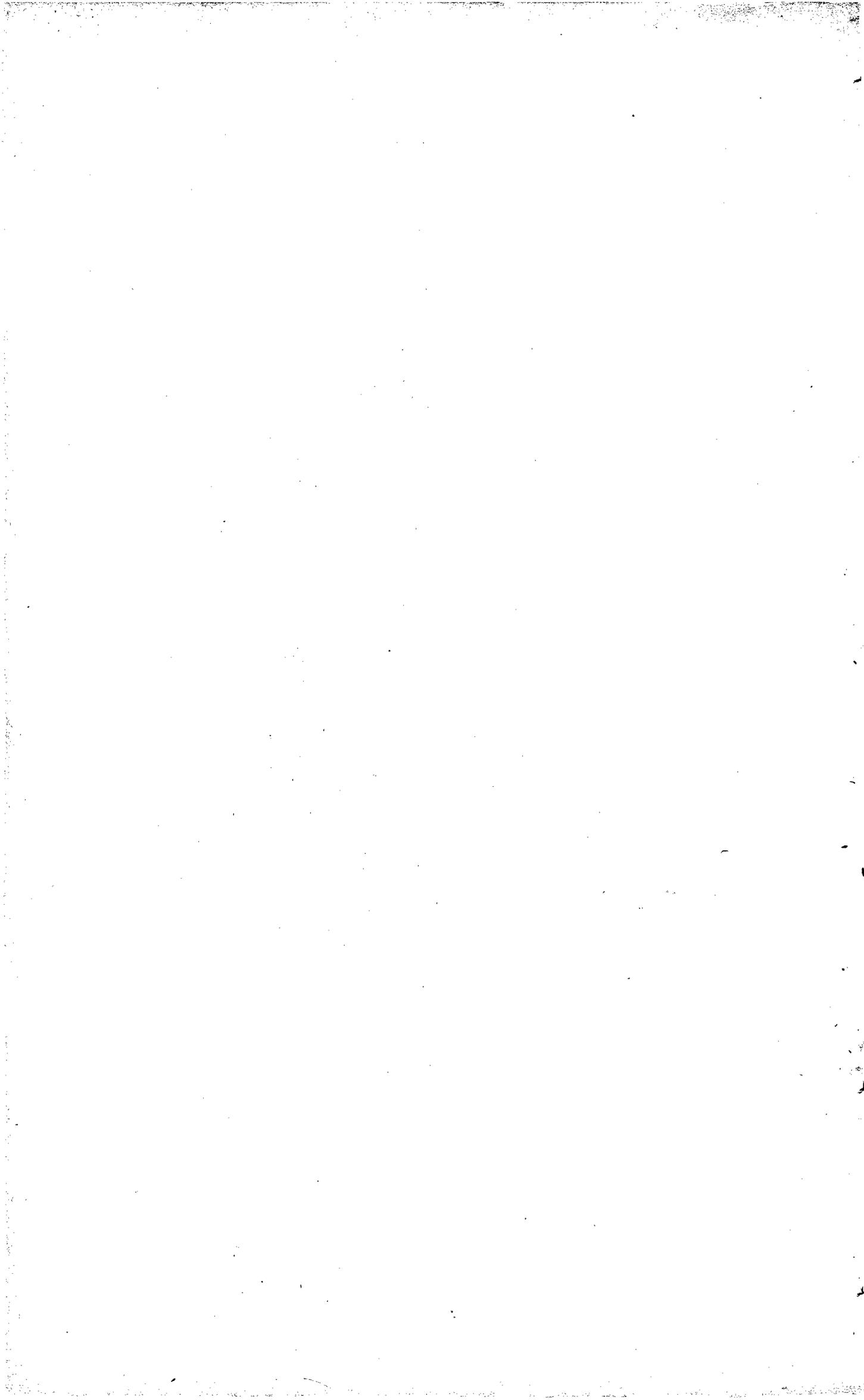
A four-ship formation flight was made on April 12th to Portland, Maine and Old Orchard by Captain Knight, Lieuts. Doolittle, Whitten and Lewis, each with a passenger.

Lieut. Valentine, Commanding Officer of the Boston Air Port made a cross country flight to Washington and return.

A number of single ship formations have been made by Lieuts. Doolittle, Lewis, Richards, Valentine and Captain Knight to various points in the New England states.

Lieut. Botta of the Navy landed at the Air Port on April 21st.

Flying during the winter was done partly on skids, using lakes and rivers as landing fields. Arrangements are being made to equip a number of planes with skids for next winter.



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

FOR RELEASE June 4, 1924.

WORLD FLYERS SPAN THE PACIFIC.

The landing of the Army Air Service around-the-world flyers in Japan marked the first time the Pacific was ever crossed by air. Five years ago, in May 1919, Commander A.C. Read, piloting the Navy NC4, accomplished the first crossing of the Atlantic by airplane, so that now the Air Services of the American Army and Navy enjoy the distinction of conquering the two largest bodies of water on the globe. Which reminds us of a cartoon in the Chicago TRIBUNE showing Uncle Sam with a broad smile prominently displaying three large medals across his manly bosom, viz: "1903 The First to Fly", "1919 The First to Fly the Atlantic", and "1924 The First to Fly the Pacific".

At this writing the world flyers are at the Japanese Naval flying field at Kasumiguara, Japan, resting up and overhauling their planes preparatory to a continuance of their attempt to circumnavigate the globe by air. Press reports state that the American aviators and their planes were in excellent condition upon their arrival at Kasumigaura and that during their stay there will make a visit to Tokyo, only fifty miles distant.

In successfully negotiating their flight from Chicagoff, Island of Attu, to Kashiwabara Bay, Paramushiru, in the Kurile Islands, the world flyers accomplished the longest, if not the most hazardous, leg of the entire route before them, the air line distance being computed at about 878 miles. They blazed a trail through skies never before invaded by an airplane. According to the Associated Press, the flyers explained that after hopping off from Attu Island on Friday morning, May 16th, they had bucked a strong wind and a heavy snow storm which made necessary a forced landing off Komandorski Point, Bering Island, clear off their course. While the airmen stayed at Bering Island only six hours, they had in the meantime crossed the 180th meridian (the international date line), so their time of leaving Komandorski was 8 a.m. Saturday. The rest of the flight to Kashiwabara Bay was made without mishap. The flyers were taken so far from their course by the storm that they had to go about 936 miles to complete the trip between Chicagoff and Paramushiru Island. The landing on Kashiwabara Bay was made shortly before noon, May 17th. A boat put out from the U.S.N. Destroyer FORD at once and picked up Lieut. Leigh Wade and his mechanic, Sgt. Henry H. Ogden of the Air Cruiser BOSTON, and Lieut. Erik H. Nelson and his mechanic, Lt. John Harding, Jr., of the Air Cruiser NEW ORLEANS. Commander H. H. Frost of the FORD greeted the tired but happy birdmen at the gangway of the destroyer and the crew extended a rousing greeting. In the meantime the ship got under way, crossing the straits to Shimushu Island, where the Air Cruiser CHICAGO, with Lieut. Lowell H. Smith, acting flight commander, and Lieut. Leslie P. Arnold aboard, had landed. All of the aviators agreed that the flight from Attu Island had been the hardest and most trying of their journey so far, the jump from Sitka to Seward, Alaska, being the second worst.

Major General Mason M. Patrick, Chief of Air Service, sent the following radiogram to the members of the world flight:

"My hearty congratulations and praise on your successful crossing of the Pacific Ocean by air for the first time in history. Your flight to Japan was epoch making and second only in importance to the completion of the entire flight. Send details of flight as soon as possible. I am proud of your performance and confident of your ability to successfully complete the circumnavigation of the world by air."

The Secretary of War received the following telegram from Tokyo from Gen. Ugaki, Japanese Minister of War:

"On behalf of the Imperial Japanese Army allow me to congratulate United States Army on success of your aviators arriving at Shimushu Island to world's admiration after most daring skip over Pacific."

The world flyers were delayed at Paramushiru Island by bad weather until May 20th (May 19th in U.S.), on which date they left Paramushiru at 7:35 and landed in Hitokappu Bay on Yeterofu Island, 510 miles south, at 2:46 p.m., flying through low fogs with very poor visibility over one-half the distance. The U.S.S. POPE awaited them with supplies and fuel, and a Japanese Destroyer was on hand

to act as host.

Between Santa Monica, Calif. and Hitokappu Bay, Japan, the airmen have flown 5,625 miles in 80 hours and 31 minutes flying time, which means that they have maintained an average speed of 70 miles an hour throughout the flight. When they have completed the flight to Kasumiga Ura they will have flown 6,495 miles and will have 18,836 miles to go to complete the circumnavigation of the world.

The Chief of Air Service, under date of May 23rd, received the following message from Lieut. Lowell H. Smith, dated Tsuchiura, Japan, May 22nd, covering the flight from Hitokappu Bay to Tokyo:

"Left five thirty three landed Minato after flying over and under fog at ten forty three five hours and ten minutes. Left Minato twelve forty five number two forced back with battery short. Landed, repaired, took off one fifteen and flight landed Tokio five thirty five. Four hours and twenty minutes. Work starting in morning to prepare planes next division."

#### ANOTHER RECORD FOR THE ARMY AIR SERVICE ✓

Reaching an altitude of 27,470 feet, Lieut. Harold R. Harris, Air Service, stationed at McCook Field, Dayton, Ohio, broke the world's altitude record for weight carrying load of 500 kilograms, according to a telegram received by the Chief of Air Service from the Commanding Officer of the Engineering Division, McCook Field. On this flight, made on May 31st, Lieut. Harris piloted a two-seater pursuit airplane, powered with a Liberty engine. At the peak of the climb he encountered a temperature of minus 38 deg. centigrade. His record flight also established a duration record for a plane carrying a useful load of 500 kilograms—one hour and 35 minutes.

Up to the time of Lieut. Harris' flight, the holder of the world's altitude record for a 500 kilogram load was Otto Ballod, who at Buenos Aires, Argentina, on January 24th last, reached 21,276 feet in a Fokker C4 airplane.

The recording instruments in Lieut. Harris' plane have been sent to the Bureau of Standards for calibration.

The above record adds another one to the many now being held by Lieut. Harris, viz:

			<u>Speed</u>		
1000 Kilometers,	March 29, 1923,	Wilbur Wright Field,	Dayton, Ohio,	127.42	MPH
1500 "	" April 17, 1923,	"	" "	114.35	"
2000 "	" "	"	" "	114.22	"

			<u>Duration</u>		
Useful load 250 kilograms,	March 27, 1924,	McCook Field,	O.,	1hr.48 min.19.4	sec.
" " 1000 "	Oct. 27, 1923	" "	" " 1 " 19 "	11.8	"
" " 1500 "	" "	" "	" " 1 " 19 "	11.8	"
" " 2000 "	" "	" "	" " 1 " 19 "	11.8	"
" " 3000 "	" "	" "	" " 1 " 19 "	11.8	"

			<u>Altitude</u>	
Useful load 250 kilograms,	March 27, 1924,	McCook Field,	O.,	29,462 feet
" " 1500 "	Oct. 25, 1923,	Wilbur Wright Fld		6,722 feet
" " 3000 "	Oct. 27, 1923,	" "	"	5,344 feet

#### A RECORD BREAKING PHOTOGRAPH ✓

A most interesting map of the city of Dayton was obtained on May 2nd, when Lieuts. John A. Macready and A.W. Stevens, of McCook Field, took the supercharged Le Pere, Lt. Macready's famous altitude ship, to a height indicated on the altimeter as 36,000 feet, corrected to 31,540 feet, and while at that ceiling, nearly six miles high, photographed the city lying so far beneath them. Several accomplishments were the reward of this experiment; the first being an unofficial two-man altitude record; the second, the first instance of a photograph being taken from such a high altitude; and the third, the photographing of the greatest area ever included in a single exposure. Nineteen square miles, covering almost the whole city of Dayton, are shown with remarkable clearness. River, streets, parks, and outstanding buildings are easily spotted.

The value of such an achievement of the camera for war purposes is great, indeed. A plane flying at such an altitude is beyond the range of sight or hearing of those on the ground. It is out of the range of anti-aircraft guns. Still a

perfectly clear map of territory passed over can be secured, the topographical features of which can be brought out by enlargement processes.

The camera used was the Fairchild Automatic K-3, developed jointly by the Engineering Division and the Fairchild Aerial Camera Corporation. This camera is 19½ inches high, 16 inches wide and 15 inches long; the mount is 23 inches long, 20 inches wide and 8 inches high. The total weight of the camera and accessories is 55 pounds. Panchromatic hyper-sensitized films were used.

#### THE NATIONAL ELIMINATION BALLOON RACE ✓

The 1924 American Balloon Race, starting from San Antonio on April 23rd, was unique in more ways than one. The fact that no new distance record was made is the only thing to stand in the way of its being justly acclaimed the most successful race in the history of ballooning in this country.

The seven racing balloons, piloted by the best men the nation could afford, left Kelly Field with every odd on their side, the weather in the balance. It turned against them. Storms brought four of the racers down abruptly, while the other three were forced to land on account of reverse winds. Nevertheless, unofficial estimates show that the total mileage covered by the seven contestants in this year's race is greater than in any other national race. Lieut. McKinley, who was forced down by a storm and was last in the race, flew 370 miles.

W. T. Van Ormen, piloting the Goodyear III, was winner of the 1924 elimination race, flying the balloon 1070 miles. He landed near Rochester, Minn. Second place went to H. E. Honeywell, flying the entry of the Kansas City Co-operative Club, and third place was taken by Major Norman W. Peek, piloting the only army balloon that won a right to enter the International Race in June. The remaining places were won respectively by Herbert Von Thaden in the Balloon "Detroit"; Capt. Edmund W. Hill, piloting an Army balloon; B. H. Fournier piloting the Balloon "San Antonio"; and Lieut. A. C. McKinley, piloting an Army balloon.

That an army flying field is the logical place to start a balloon race was clearly demonstrated, especially Kelly Field, on account of the natural gas facilities. Military airmen are familiar with preparations that need to be made, and due to the fact that quite a number of lighter-than-air officers are now in training at Brooks and Kelly Fields, not a stone was left unturned in preparing for this year's race. Under the direction of Lieut.-Col. C. C. Culver, Race Executive, and Majors Hickam, Andrews and Burwell, of Kelly Field, so complete were the arrangements that all the balloonists had to do upon reaching San Antonio was to lay out their balloons, superintend the inflation, and take off.

Not more than four hours were taken up in filling the seven racing balloons and the army pilot balloon, an accomplishment unique in the history of ballooning. This was possible on account of natural gas which was piped 17 miles and conducted directly into the balloons from the main.

When the inflation started, each balloon was filled to 33-1/3 percent of its capacity with natural gas, which required one hour and a half. Then hydrogen gas, to the extent of 50 percent of each balloon's capacity, was put in, which required two hours and a half. Just before the race started inflation was completed by filling the remaining space in each bag with natural gas.

Each balloon had a crew of enlisted men from Brooks Field, working under the direction of individual pilots and their aides, to lay out the bags and inflate them. This was but one of the numerous arrangements made by military officials.

After the race was on, Major A. B. Lambert of St. Louis, race referee, in thanking Colonel Culver for the splendid preparations, said: "Next time make it at least appear hard. Everything went off so smoothly that one unfamiliar with such an event could not appreciate the tremendous task involved."

Another feature in which the 1924 race was different from others was that the abundant ground space at Kelly Field permitted the balloon beds to be made in a single line, including the bed for the army pilot balloon, flown by Lieut. George W. McIntyre of Brooks Field. Usually the beds are made in a double line.

It is agreed by balloon race critics that B. H. Fournier and M. E. Wills, his aide, both of San Antonio, deserve special recognition. Fournier piloted his private balloon, which was but 50,000 cubic feet capacity, while each of the other racing balloons had a capacity of 80,000 cubic feet. Fournier's balloon was old, having been in use during the war, neither was he equipped with sufficient instruments. The pilot was the heaviest of the seven, and his balloon carried the least amount of ballast.

The aides for the different pilots were as follows: For Van Ormen, C.W. Wollam of Akron; for Honeywell, Capt. E. T. Boudinot of Kelly Field; for Major Peek, Lieut. Wm. A. Gray of Scott Field; for Von Thaden, S.A.U. Rasmussen, of Detroit; for Captain Hill, Lieut. James F. Powell of Scott Field; for Fournier, M.E. Wills of San Antonio; for Lieut. McKinley, Lieut. Lawrence A. Lawson of Scott Field.

Although on the day of the balloon race Kelly Field entertained by far the largest crowd that has ever been on it, there was less traffic congestion than on several previous occasions. Traffic was handled almost perfectly, and for the first time in the history of America it was directed from the air by radio. Lieut. Donald FitzGerald, of Kelly Field, flew continually over the roads leading to the field and pointed out by radio communication traffic congestions. Cars were thus routed over the roads which were least crowded and serious congestions were forestalled.

The airplane races held before the balloon race, although unofficial, set new speed marks for the Sperry Messenger, the Martin Bomber and the Thomas Morse scout type planes. Lieut. Finn flew the Sperry, Lieut. Canfield the Martin Bomber and Lieut. Powers the Thomas Morse.

The start of the race was made late in the afternoon of April 23rd before a crowd estimated at between 25,000 and 30,000 people. Capt. Honeywell weighed off at 5:19 p.m. and was followed at short intervals by the others. The last balloon started on its course at 5:53. A 12-mile breeze from the southeast carried the balloons across Kelly Field as they ascended into the air. As they rose higher into the air, they shifted their course toward the north and followed the path that seemed favorable for record flights.

Thunder storms Thursday morning forced Lieut. McKinley and Mr. Fournier to land in Oklahoma, and Capt. Hill was forced down near Molena, Kansas, by an electrical storm that afternoon. Three storms combined in forcing Mr. Von Thaden to land five miles southeast of Dubuque, Iowa, at 4 o'clock Friday morning. Major Peek had already been compelled to descend by a storm at 2 o'clock Friday morning. Unfavorable air currents forced the other contestants to discontinue the race. One interesting sidelight to the race lies in the fact that at no point to the north or northeast could the pilots have passed the border of the United States without breaking the American record for distance. A flight from San Antonio to the northern part of Maine would have broken the world record.

The race was brought to San Antonio by the San Antonio Aeronautic Association, a corporation formed by the following men: Dr. F. L. Thomson, president; Lane Taylor, vice president; Franz Cross, treasurer; Edgar Tobin, secretary; A.J. McKenzie, Albert Steves, Jr., E. H. Kifer, Harry Rogers, Bruce Martindale, Mayor John W. Tobin and Jack Burke.

#### WORLD FLIGHT ECHOES

By our McCook Field Correspondent.

The World Flight, though at this writing still in the first stage of its progress, has already had its christening of drama. The depression over the supposition of Major Martin's and Sergeant Harvey's loss, the rejoicing over their safety, the unfortunate loss of their airplane which crashed on the ice; and the bleak northern setting all tend to make up a story which will hold a thrill for all the little and big children of men as long as there are lips to move.

In the meantime, however, comes a letter to McCook Field from Lieut. John Harding, who with his fellow adventurers of the long trek, was, at the time, waiting at Dutch Harbor for Major Martin to join them. Between the lines there is a story

here, too, not without its drama in the revelation of the steady courageous effort unceasingly demanded by the desolate frozen loneliness of that country from those who dared its fastnesses.

"Just a few hurried lines before the boat leaves here for Seattle," Lieut. Harding writes in part, "A Pathé movie man came all the way up here to get pictures of us and is going back tonight on the Starr. This is a desolate place; nothing but snows, sleet, and fierce strong winds which are tough on all of us. I'm sure we'll do better when we get across to Japan. We're about all set now to leave, just waiting for the Major to get here. All have worked hour after hour, day in and day out. Never realized so much work was necessary. The plane and engine are still fine - care for them like a baby. Hope all goes well when we make our long jump from Attu to Japan."

To help in measuring drift accurately in those "long jumps" over the water, the Engineering Division designed and built four rather novel drift sights which were installed in the four World Cruisers. They are to be used in connection with smoke bombs. The smoke bomb is dropped and after the plane has traveled a few miles, the smoke is sighted astern through a sighting tube or telescope. This telescope is connected with a pencil which traces on a horizontal piece of milk celluloid the line of flight between the smoke and the plane. If the airplane is flying perfectly straight and level, the steady movement of the telescope trained on the smoke will cause the line to be straight. Since, however, flight is seldom absolutely straight and level for any distance and an operator's arm perfectly steady, the line in practice is somewhat irregular or jagged. To get a straight line and average out the irregularities of the jagged line, the drift sight is equipped with a movable wire. The angle formed between this line and the fore and aft line of the forward moving plane will be the angle of drift. The device is called the Engineering Division, Model No. 3 Drift Sight.

#### MAKING A SAFE LANDING MINUS AILERON CONTROL ✓

Finding himself at an altitude of but 250 feet with the aileron control of his plane gone was the thrilling experience of 2nd Lieut. Benjamin W. Chidlaw, Air Service, 41st School Squadron, Kelly Field. Lieut. Chidlaw with Captain Hart, Medical Corps, who is a student officer, were making a short training flight and were in a glide preparatory to landing when the nose of the plane commenced to drop. It developed that the aileron control wires of his plane snapped at the quadrant, and it left him descending terra firma at a terrific speed with no lateral control of his plane. When the nose of the plane first dropped they were at an altitude of about 250 feet, and with the limited time left the pilot to right his craft before striking the ground, it took considerable effort and a splendid exhibition of his skill to set it down with the elevators without serious injury to either of them. Unfortunately, Captain Hart suffered a broken nose in the fall.

#### THIRD ATTACK GROUP TESTS THE PG-1 AEROMARINE PLANE ✓

The Third Attack Group, Kelly Field, received on April 22nd a PG-1 airplane from the Engineering Division, McCook Field, for a performance test. This airplane is an armored single seater attack plane with the Packard 1237 motor. Its high speed is approximately 116 miles an hour and service ceiling approximately 5,000 feet; landing speed approximately 58 miles an hour; and endurance, two hours and 10 minutes. This plane was sent to the Third Attack Group under the belief that considerable benefit would be derived from the comment and criticism. It was also understood that the reproduction of this airplane was not under consideration but, in view of the fact that the airplane actually existed, the Attack Group should have the benefit which might be obtained by flying and studying it, and so either crystallize the present sentiment against an armored attack airplane or else make the question open for consideration.

The plane was flown by practically every pilot in the Group and several pilots of the 10th School Group, and there has been no complaint against its flying qualities. "It deceives its looks", or similar remarks were made by several of the pilots.

## ANOTHER COMPLAINT

Several weeks ago we published a letter from a disgruntled subscriber who complained that "He ain't heard nothin' from Shinoot Field". Now we get another complaint because Crissy Field doings do not appear in the News Letter. We suppose that next we shall receive complaints about Langley and Scott Fields. Well, it ain't our fault; we print the news as we get it, and if we don't get it we can't print it; so we shall have to ask the Publicity Officers guilty of neglect in this respect to "shake their stumps", get busy and let us have some news of the happenings at these fields. We must satisfy our subscribers in some way. The complaint about Crissy Field reads as follows:

"To the Editor:

Please take my name offen the subscription list. I don't get no news in your old paper no more about places what I'm interested in. If I kick about there bein no news I dont get nothin. I rote you last month about whether Shinoot field was still in existense but I dont see nothin about it so I guess them guys wot used to waz there musta got transferred or something. I got some frems out to Crissy field, too, but you dont never say nothin about that place either so wots the use of subscribing to the News Letter when there aint no news in it. I dont care nothin about splash parties at McCook and knitting contests and things like that if thats all they gotta do but in course I realize you gotta say something about something once in a while, but I thought I orta hear that Crissy field is still on the map. That private 1st cl. wot got reduced to a buck dont write no more epistols and Im offen you now."

George Aristidecohenovitch,  
Mess Sgt. Sambernardino Field.

## THE PHOTOGRAPHIC EXPEDITION TO THE ARIZONA GRAND CANYON<sup>v</sup>

The following is a copy of a report sent to the Chief of Air Service by Captain R. G. Ervin, Air Service, who headed a photographic expedition to the Grand Canyon of Arizona, for the purpose of taking pictures of one of America's greatest scenic wonders:

"In company with Mr. J. Bockhurst and Mr. Sam Greenwald, moving picture operators for the International News Film Company, two DeHaviland 4B airplanes, with Captain R. G. Ervin and Lt. Frank W. Seifert as pilots left Rockwell Field at 9:20 on Wednesday morning, April 16th, for Las Vegas, Nevada.

Previous to departure it had been decided to base either at Kingman, Arizona, or Flagstaff, Arizona, but sufficient information was lacking relative to the fields at these places. It was therefore decided to go to Las Vegas, Nevada, where it was known that sufficient information could be obtained in regard to these fields. The trip from Rockwell Field to Las Vegas was made in 4 hours and 05 minutes, following the route from San Diego to Summit, and an airline from Summit to Las Vegas.

Information was obtained at Las Vegas that the field at Kingman, Arizona, was an excellent one, so it was decided to base there rather than at Flagstaff on account of the altitude, it being only 3800 feet high as against 7000 feet at Flagstaff. On the morning of April 17th both planes left Las Vegas at 9:20, flying an airline to Kingman, landing there at 10:15 A.M. Considerable difficulty was encountered in locating the field as there were no markers.

Information was sought from citizens of the town as to the best way of flying into the canyon and it was the unanimous opinion of those who knew that the best way to enter would be via Diamond Creek and Peach Springs Canyon. This entrance on the airline was a thirty-minute flight from Kingman. That afternoon a flight was made over the canyon by both planes to verify the statement made by the citizens of Kingman and to make an aerial survey of the canyon, after which it was decided to enter by the Diamond Creek-Peach Springs Canyon. This flight consumed 1 hour and 10 minutes.

Returning to Kingman the engines were gone over, the heads checked and the necessary minor repairs were made. The ships were gassed and oiled and made ready for the flight the next morning into the canyon.

Leaving Kingman at 8:12 on Friday morning, April 18th, both planes flew into the Grand Canyon, entering at Diamond Creek and flying north and east to a place known as Supai Falls, a distance of approximately 70 miles. During this time motion pictures and still pictures were obtained by the camera-men. At the place where the planes entered the head of the canyon it was approximately 7000

feet. Both planes descended to an altitude of about 3600 feet and flew at this altitude during the trip. Roughly speaking the canyon is divided into five different levels, each level about 1000 feet below the other, with the bottom level approximately 800 feet over the river. The walls between the bottom level and the river were absolutely sheer, with not sufficient room for an airplane to turn, so no effort was made to go below this level. At practically all places above this bottom level it was possible to maneuver a DeHaviland. From information obtained from the citizens of Kingman we were informed that the air in the canyon was usually very puffy and consequently it was expected to be extremely rough. Much to our surprise, it was found that it was just as smooth as could possibly be expected, so that the chance of obtaining excellent pictures was enhanced. The flight in the canyon itself actually consumed 1 hour and 20 minutes and the trip there and back, 1 hour and 5 minutes, during which time the cameramen were able to obtain all the pictures that they required.

After returning from the canyon, Mr. Bockhurst requested that one more trip be made by both planes in order to enable him to obtain photographs from the ground of the planes flying in the canyon, so it was decided to leave the next day at approximately the same time in the morning. Mr. Bockhurst was requested to make a large "T" out of cheese cloth so that it would be easy for the airplanes to locate him. Mr. Bockhurst, in company with a Mr. Ray L. Dimmick, mining engineer in Kingman, went by automobile from Kingman to a point where Diamond Creek flows into the Colorado River. It had been arranged that the planes would arrive at this point between 9:00 and 9:30 A.M., giving Mr. Bockhurst plenty of time to find a suitable location.

Consequently, at 8:45 A.M. on Saturday, April 19th, both planes took off and again flew to the entrance at Diamond Creek, where they located the "T" displayed by Mr. Bockhurst, and descended to an altitude of 3100 feet, approximately 1200 feet above the river. At this point there is a pinnacle that was evidently formed by the entrance of Diamond Creek and Peach Springs Stream entering the Colorado River, and an effort was made by both planes to use this as a vantage point for Mr. Bockhurst to take pictures of the planes coming around this peak, flying into the Colorado River. Approximately 25 minutes were spent at this work.

On the return of Mr. Bockhurst it was discovered that he was located in such a place that it would have been necessary for the airplanes to have flown approximately at his own level in order for him to have obtained pictures of the planes with the canyon as a background. As it was, he was only able to obtain pictures of the planes with the sky as a background as he had to "shoot" at such a high angle of elevation, but excellent pictures were obtained of the canyon itself, so this trip may be considered partially successful. The total time consumed by the airplanes on this trip was 1 hour and 35 minutes.

Mr. Bockhurst requested that we fly to the site of the proposed Boulder Dam, located approximately 80 miles a little west of north from Kingman on the Colorado River. So after checking over the engines and filling with gasoline and oil, we left at 3:40 P.M. on Saturday, April 19th, and flew in a direct line to the Boulder Dam. Lt. Seifert's plane carrying Mr. Bockhurst flew at a low altitude, taking moving pictures of this site and Captain Ervin's plane, containing Mr. Greenwald flew at a higher altitude, taking still pictures of the other plane flying over the site and of the actual site itself. The time consumed on this trip was one hour and 50 minutes.

This completed the work required, but as it was late in the afternoon by the time the planes returned to Kingman, we were compelled to wait over until the next morning before returning to San Diego. Special mention should be made of the courtesies shown and information supplied us by Mr. R. L. Dimmick and Mr. George Black, who were untiring in their efforts to make us comfortable and did everything the world that was possible to make our trip a success.

The trip home was started Sunday morning, April 20th, flying a direct line from Kingman to Yuma and from Yuma to San Diego. After 2 hours and 20 minutes both planes landed at Yuma, where 25 gallons of gasoline were supplied each ship before the last leg of the journey home. Both ships landed at Rockwell Field at 3:10 P.M. April 20th.

It is worthy of note that no trouble of any nature was encountered during the trip, which consumed 16 hours and 5 minutes flying time. Mr. Bockhurst and Mr. Greenwald were of great assistance to the pilots in helping to keep the planes in good condition and it is believed that they obtained some remarkable photographs.

The flying conditions during the whole trip were as nearly perfect as could possibly be expected. The only rough air encountered was on the flight north from San Diego to Las Vegas. The scenery in and around the Grand Canyon was beautiful beyond description and the vastness and immensity of the Canyon itself takes one's breath away. However, it is not recommended as the safest country for an airplane to fly over. No possible landing fields were located in the Canyon itself."

#### MARTIN BOMBERS ARRIVE IN PHILIPPINES

The Transport MEIGS brought ten Martin Bombers recently to the Philippine Department. This type of plane is entirely new to the Islands and much interest was evidenced by both officers and enlisted men in its operation. The bombers were transported to Camp Nichols, Rizal, P.I., from the docks by truck, a distance of approximately eight kilometers, the crates opened and the planes set up. Airplane Inspector James L. Kelley was sent to the Philippines to supervise the setting up of these planes. Lieut. P. E. Skanse had the honor of flying one of these bombers on its trial flight. This officer has had much experience as a bombing pilot at Langley Field, and Camp Nichols is fortunate in having him there to assist and explain their operation. The entire post stopped work (which is very unusual) long enough to see the huge plane take off and land. The trial performance was very satisfactory. The 66th Service Squadron is to be commended for their excellent work in setting up the planes.

#### ANOTHER LONG DISTANCE FLIGHT FROM KELLY FIELD

Lieut. Phillips with Corporal Woods of the 60th Service Squadron returned to Kelly Field on April 16th from a cross-country flight to Washington, D.C. Lieut. Phillips left Kelly Field on April 2nd, and while on cross country visited the following Air Service fields: Scott, McCook, Wilbur Wright, Mitchel, Bolling and Langley. The following cities were also visited: Dallas, Texas; Muskogee, Okla.; Bethany, Conn.; Hampton, Va.; Moundville, W. Va.; Caney, Okla.; Durant, Okla.; Lorene, Texas and Fort Benjamin Harrison. One of the most important features of this flight was the fact that no difficulty of any kind was encountered during the entire trip, and with the exception of a few minor troubles the flight was a very successful one. The total time for the flight was 49 hours and 50 minutes - 25 flights. A total of 1,157 gallons of gasoline and 300 quarts of lubricating oil were issued to the motor at various stations throughout the flight.

#### SOMEONE SUGGEST A SUITABLE INSIGNIA FOR THE 42ND SQUADRON

By our Kelly Field Correspondent:

Much time and effort on the part of many members of the 42nd School Squadron, Kelly Field, Texas, has been spent in an effort to devise a suitable squadron insignia. At one time the all-seeing eye was thought to properly represent the observation work of this so called observation squadron. But after a few experiences, which should have taught our observation personnel that even they are not quite so perfect as the Supreme Intelligence from whom an effort was made to steal the eye, the emblem was dropped from consideration.

A recent incident illustrates the fact that we sometimes (once in a great while only, we admit) cut out just a little. A famous photographic officer, who is now working on an aerial survey of Texas, does us the honor of allowing us to groom his trusty ship. A few days ago he was telling the writer in glowing terms of his remarkable dispatch in covering 3600, or maybe it was 360, square miles of Texas with photographs. This area was "taken" by the rapid fire of their all seeing tri-lens camera in a little less than no time, and of course the results would astound the Geological Survey and the World in general. But alas, the film is not marred by those 360 square miles of cactus and mesquite, it is still chaste and clean. The covers were not removed from over the all-seeing lenses.

Following the all-seeing eye, which had such a rough road to travel, someone went to the other extreme and perched a sleepy owl upon a pair of field glasses. This was to adorn the fuselage of our squadron, and found its way on many ships before the Adjutant General graciously stepped in with his taboo.

And now to add to our troubles someone has made a suggestion which unfortunately seems to fit the occasion. But there is a veiled insult in this suggestion, we are afraid. Why should an organization, even though it does the most flying in the group, and furnished the most men for Special Duty; tell me why should it have a goat for its insignia? Even a mountain goat who climbs to great heights seems to be emblematical of only the height of our ambitions, and the goat we can't get out of our minds is of the domestic variety that silently gulps the brunt of jokes and occasionally bucks and butts only to find that the object of his anger is painted on a stone wall. We must consider long and seriously before adopting the mountain sheep to portray our observation capabilities and aspirations.

More palatable suggestions are solicited, for the insignia of a Squadron, whose members to a man admit it to be the very best School, Observation, Special Duty, and Athletic Squadron in the Air Service.

OFFUTT FIELD DEDICATED ✓  
By Bessie Moore Churchill

Offutt Field, Fort Crook, Nebr., was formally dedicated Saturday, May 10th, at 2:30 P.M., to the memory of the late Lt. Jarvis Offutt of the United States Air Service, who gave his life in service on the fields of France.

The outstanding features were a prayer by Father Holsapple and a short inspiring address by General George B. Duncan, in command of the Seventh Corps Area. Casper Yost Offutt, a brother of the late Lieut. Offutt, stood with them upon the field, representing his family, while the Seventeenth Infantry, in command of Col. C. C. Kinney, passed in review, following the drop of the dedicatory wreath by Major C. L. Tinker from one of the D.H. planes which he flew to Omaha from Fort Riley. The program was in charge of Major Lawrence S. Churchill, Corps Area Officer, and Walter L. Johnson of the Reserve.

Many of the army and reserve contingent attended the services, also a large group of prominent citizens, a number of whom are intimate friends of the Offutt family. Governor Bryan was among the interested visitors. The uncertainty of the elements suggested a possible curtailment of the program. At the appointed hour it was found a rather stiff wind had served to dry off the none too perfect road from Omaha to Fort Crook. The enthusiastic spectators were all set to witness every detail of the flying, which was more air activity than Omaha has known since the Air Meet of 1921, minus the glare which a bright day would have given.

The seven DH's flown from Fort Riley arrived at Fort Crook at ten thirty o'clock, a.m., as per schedule, and occasioned more than casual interest when spectators saw the otherwise demure and modest looking ships, painted in festive color, each bearing an individual name, buzz around and settle cozily in a convenient flank for the program.

With the presence of Mr. Egge, of Washington, Superintendent of the Mail Service, and five mail planes, as enthusiastic as hornets, and about the same color, spectators realized they were in for a fine program of flying. Up to the time the dedication began the question uppermost in the minds of many was what had become of the seven planes of the Air Service Reserve that were on their way under command of Lieut. James Carroll from Kansas City.

The wind was instrumental in carrying the dedicatory wreath well "off its course" and a second try was necessary before those in charge thought it had been most effective. Movie cameras were clicking everywhere. Pressmen were busily scratching down names and things they couldn't remember on wads of copy paper. There were all sorts of flying, yes - even the type that looks as if a plane is flirting with a hangar and then decides to be sensible - in spite of the wishes of the flying officer in charge. Just when everybody was sure the last thrill had been freed and wraps were pulled closer for the return trip home, with a general handshaking and warm expressions over the complete success of the day, a far away hum in the sky announced the Kansas City flyers were arriving.

"How impressive - how extraordinary", exclaimed one of the women, "to have that thrilling formation fly in for the conclusion of the program!"

She heard nothing of the bucking of the wind since nine that morning and

of twice refueling on the course. Another all enthusiastic young person asked in her best tone of the officer in command:

"Please do tell us why you had to refuel twice". And the gratifying answer she received was:

"To make the planes go, Madam!"

This establishment of a definite air field has been a long felt want by both the Army and civilians for this part of Nebraska. Omaha, bounded by air activities, will center Air Mail interests in future at Offutt Field and will in other ways supply actual need and incentive to flyers.

#### NIGHT FLYING AT LANGLEY FIELD

The schedule of night flying of the 2nd Bombardment Group at Langley Field, Va., has created a lot of interest among the personnel. Take-offs and landings are made upon signal from the ground and with the aid of searchlights and auxiliary lights. Besides instructions in night flying, ships are flying in the vicinity of Fortress Monroe to give the AA searchlight battery at that place an opportunity to test the lights, listening apparatus, and assisting the training of personnel. The future schedule of the night flying in the Bombing Group will be two nights a week for general training and bombing practice.

#### INVERTING THE LIBERTY ENGINE ✓

By our McCook Field Correspondent

The idea is not strictly new. Like so many of our more recent aviation developments, it had its inception during that period when ideas were thrust forth as if from volcanoes, and hung in the air, many of them futilely, because of their very multiplicity and because there was neither time nor material nor brains free for their fostering. The period, of course, referred to is that of the World War. The Germans are credited with first having experimented with it - not a Liberty to be sure, but a Mercedes, inverted and mounted, but probably never flown in a plane. There were evidently disadvantages too great to be overcome at the moment, for they did not continue the development. For the next few years, the idea germinated restlessly in certain aviation minds. Then about a year ago, the Engineering Division received orders from the Chief of Air Service couched in formal order language, to go ahead, rework and install an inverted Liberty engine in an airplane and see what would happen.

This was done. A standard DH4 airplane was remodeled for the purpose and a standard Liberty was put through the Dynamometer Laboratory. The chief difficulty lay in the lubrication system. To prevent the oil from flowing into the distributor heads and to obtain means for pumping it out of the camshaft housing and returning it to the oil tank was the first problem to be overcome. A gear-type fuel pump, installed to function as an auxiliary oil pump, was used to pump the oil out of the camshaft housings. The backflow of oil into the Delco distributor heads was stopped by adaptors fitted between the camshaft housing and the ignition breaker and the distributor housing assembly. Three-fourth-inch holes were drilled through the main bearing webs, in order to allow the oil to flow from one end of the crank case to the other. No changes in pistons were required to take care of the excess oil, which naturally fell to the under side of the pistons. The suction side passages of the scavenging pumps were arranged so that oil thrown off from the connecting rods and main bearings and collecting in the crank case could be carried to the scavenging pumps. No changes other than these were made in the oil pump assembly.

A few other changes were found necessary. The flow of water through the water jackets was reversed, primarily to facilitate the operation of the water piping installation. According to the tests it would seem that this reversal makes for better operation of the engine, although this fact has not yet been fully proved in flight. No difficulty was found with spark plugs fouling, due to the change in the position of the cylinders. The standard US 52 Zenith carburetors were used in conjunction with inverted manifolds.

Of course, not every engine would lend itself so favorably to this inverted position, but with the Liberty, the cylinder barrels project quite a distance into the crank case, making it possible to collect oil in the upper half of the crank case proper, which in the inverted position becomes an oil sump, while what

is normally the lower half of the crank case, acts merely as a crank case cover and the lower half of the main bearing. It is thought that the Curtiss D-12 would also be amenable to the inverted position and experiments will shortly be made to ascertain its adaptability for this purpose.

The reason for all this inverting of engines? The greatest advantage, and it is no insignificant one, is the decided reduction of the blind area straight ahead, which is typical of the DH equipped with the Liberty. This improved visibility simplifies the landing problem to a very marked degree and is of great benefit in maneuvering. In practice or actual combat, it would entirely obviate the danger of head-on collisions and gives the pilot increased surety in his movements with the plane. Another great advantage lies in the possibility of a simplified fuel system. Since the carburetor is hung under the engine, the fuel supply could be by gravity, obviating the necessity for fuel pumps. The accessibility of the engine for working is also greatly improved as the mechanic can accomplish most of it standing on the ground.

A great deal of flying has been done with the DH equipped with the inverted Liberty and even in cross country work it has been successful. Its longest trial of this kind was made last fall when Lt. F. O. Carroll, pilot and F.W. Heckert, observer, flew it from Dayton to St. Louis for the Pulitzer races.

In view of the success of this equipment, plans have been made to build four Liberty engines, especially designed for the inverted position and should these prove successful, it is possible that the inverted engine will be adopted as standard for all corps observation and pursuit type airplanes.

#### AIR SERVICE IN PHILIPPINES CO-OPERATES WITH COAST ARTILLERY IN TARGET PRACTICE

By our Kindley Field Correspondent.

The annual target practice is now history and, as usual, the 2nd Squadron acquitted itself with flying colors. All of the twenty-two problems observed were successful to a high degree. The Artillery used our sensings in preference to terrestrial observation, and in case of long range problems it was absolutely necessary that our sensings be used, due to the fact that the target could not be seen by the batteries.

During the entire practice over the period March 15 to April 1, 1924, not a single radio failure was recorded. Two-way radio was used at all times and functioned properly. A great deal of credit is due Technical Sergeant David Reeves for the mechanical functioning of sets, as it was due to his expert knowledge that sets were always in first class condition.

A departure this year from years past was the use of all officer personnel as observers as well as pilots. Records show that in past years practically all qualified officers in the Department were ordered to this field to run the shoots. As a safety factor this year two officers were sent from Camp Nichols.

During last year's practice records in operations office show that all but two problems were observed by officers imported from other Squadrons. This year's practice was taken by our own personnel, except as stated above, and all officers acted as pilot and observer alternately. Each officer observed two or more problems and, notwithstanding the fact that few of these officers had ever observed firing before, their work was excellent. This was due to the school conducted under the supervision of Lt. Gravely, who is undoubtedly one of the best observers in the Air Service today.

It is interesting to note that this year's practice is the first time adjustment of fire from Airplanes has been attempted for six inch batteries. The results obtained prove that adjustment can be made for guns of this caliber with a reasonable degree of accuracy.

The rapid fire problems were of interest and, due to the fact that two batteries fired simultaneously, the observer was on the jump as often two shots hit the water at the same time. However, all of these problems were successfully accomplished and greatly pleased the Artillery officials.

The following letter from a battery Commander and also one from the Artillery Commander shows that our efforts were successful and appreciated by the Artillery and higher officials:-

4th Company, Coast Artillery Corps,  
Fort Mills, P.I.  
April 5, 1924.

Subject: Report of Range Deviations of Target Practice.

To: Commanding Officer, Fixed Artillery, Post.

1. In compliance with instructions, the following report of Deviations at the target practice of Battery Smith No. 2, held March 26, 1924, is submitted:

Camera Replot	Air Service	F'l.
1. Minus ..... 116 yds.	Minus...100 yds.	Minus....30 yds.
2. Minus ..... 64 yds.	Minus... 60 yds.	Minus....50 yds.
3. Plus..... 13 yds.	Plus.... 30 yds.	Plus....60 yds.
4. Plus,,,,, 89 yds.	Plus....100 yds.	Plus....100 yds.
5. Plus..... 13 yds.	Plus.... 20 yds.	Plus.....40 yds.
6. Minus..... 128 yds.	Minus...150 yds.	Minus....80 yds.
7. Minus..... 2 yds.	0	Plus.....20 yds.
8. Plus..... 44 yds.	Plus.... 60 yds.	Plus....100 yds.

2. It is desired to invite particular attention to the general excellence of the work done by the Air Service in this practice. The range being about 11,000 yards, the entire adjustment was based on the Air Service reports. The speed and accuracy with which these reports came in was remarkable; the deviation being reported before the splash had subsided, with an average error of 12 yards, and a maximum error of 22 yards.

D. B. Greenwood,  
Capt. C.A.C., Commanding Co.

HEADQUARTERS FIXED ARTILLERY  
Fort Mills, P.I.

April 12, 1924.

Subject: Co-operation of Air Service in recent Artillery Firings.

To: Commanding General, C.D. of M. & S. Bays, Post.

1. The undersigned wishes to record, and to request that the Commanding Officer, Kindley Field, be advised of, the appreciation felt by the officers of the Fixed Artillery of the willing, prompt and notably efficient co-operation of the Air Service in the series of Coast Artillery firings recently completed at this post.

2. In each of the twenty-two battery practices in which they participated, the Air Service established contact with the battery firing smoothly and without delay, and gave to the battery commander such prompt and accurate information of the fall of his shots, that as the firings progressed battery commanders became willing to rely solely upon the reports of the Air Service, to the exclusion of dependance upon what is, because of our unusual heights of fire control stations, one of the most dependable forms of spotting from land stations to be found in our Coast Artillery Service.

3. It is hoped that the same measure of co-operation can be had in the practices of these defenses in ensuing years.

S. D. EMBICK,  
Commanding.

jes

1st Ind.

/sb

Hq. C.D. of M.&S. Bays, Fort Mills, P.I., April 15, 1924. - To Commanding Officer, Kindley Field, Post.

The Coast Defense Commander concurs in the expressions of the Commanding Officer, Fixed Artillery, and is equally appreciative of the intelligent, able co-operation of yourself and the squadron you command.

C. H. DANIELSON,  
Adjutant General.

SHYLOCK SPREADS THE PALMOLIVE

Dear old Hank:

Once a year I help fill the Chapel and that's on "Mothers Day", and when Chaplain Crosby got thru telling us what we owe to our mothers, Hank, I just couldn't help thinking how many of us have been knocking down on her, so to speak. He's the same old Padre, Hank.

Well Hank, just as we got thru with our inspections last week, the full packs, and the three-in-one shoes, together with the dog tags put away for at least 48 hours, in flies Major Drennan from Washington. You remember him Hank when he was down here in 1917. Will you ever forget what he said to you when he made you Sgt. "Tack em on Sgt. - don't sew 'em on, they'll come off easier." Good old days, eh Hank?

The fishing season opened up last week and just as soon as some of them trout anglers get back, I am going to start a "Liars Club". We ain't certain whether Chuck Meloney said he was going fishing for speckled beauties or freckled beauties.

It ain't on record Hank, but Caywood tells us there's a creek out here with so many fish in it, you got to bait your hook behind trees. Rule, who was with him, tells us that he bought ten cents worth of beef liver and he ain't right smart sure whether his dog Ginger ate it up on him or one of them cat fish grabbed the whole darn business. Hold him Sheriff!

I see by the papers Hank, where the National League and American League are going to hire ex-bartenders as umpires hereafter. Lt. Peck was saying that they ought to make good as they are used to bottles. Same old scofflaw, eh Hank?

Speaking of that all absorbing topic, the 18th amendment, there ain't no truth to the rumor that football will be cut out in the Army because it has a kick in it. Always thirsty, eh Hank?

Hank, did you ever see a bachelor buy meat in a butcher shop? I was watching Capt. Candee buying a young frier one day last week, and the butcher asked him, "Will I dress it for you Capt?" and the Capt. replied: "Yes, please, as I don't know just what they are wearing this season." Safety first, eh Hank?

Sergeant Mayes got a note from his San Marcos blonde to come up to the house the other night as her father had a sore foot and the darn fool sent back word that he couldn't get there owing to her father's sore foot. Rare judgment I calls it, eh Hank?

Well the swimming pool opened up Hank, and all the fancy divers together with the heavy divers (mostly heavy) were there. Some of the bathing suits were good to look at and some not so good. Hill had one on that looked like it was picked before it was ripe and the N.C.O., in charge, asked him where he thot he was, in the Islands? You missed it that's all. Mrs. Fortwengler was there Hank, and I heard her say the water was the best she ever tasted.

The Mah Jong craze is making fit subjects for the red house, Hank. Mrs. Hayes was tellin' us she believed Pat was losin' his bearings as she found him on his knees under the table and when she asked him what he was doing there, he says to her, "I'm looking for the 'East Wind'". I tell you it's awful, Hank.

This ain't of record Hank, but Major Hickam and Major Drennan like to have ruined the trap shooting range last Saturday. If the disks didn't break when they shot at them they broke on the pull, but it counted just the same. Major Burwell, who was with them, said he didn't care for 'Trap shooting' as much as he did for crap shooting. Mebbe so, mebbe so, Hank.

Do you ever see your old girl any more, Hank? She was a nice girl too, - you know she was telling us one time that she got out of so many cars and walked in the last two yearsthat her dad give her a road map for Christmas. Happy days, eh Hank?

Everybody playing golf Hank, even Capt. Guidera and Lt. Maughan have got the fever. I might say that Lt. Maughan plays a fast game, that is a civil war game, you know, out in 61 and home in 65. As for Capt. Guidera, you got to hand it to him, he is some putter. He took enough strokes the other day to swim the Gulf of Mexico. He says he used to drive for General Pershing, that accounts for his stick work, I guess.

Yes Hank, the links tasted fine the first day. Well Hank, Senor Heck of the ivory industry has just landed with his dog "Itch" so will have to close for the present.

As ever,

Shylock.

P.S. You can always tell a Scotch boat on the ocean Hank, because there ain't no sea-gulls following it.

S.

## NOTES FROM AIR SERVICE FIELDS

Kelly Field, San Antonio, Texas, April 12.

### 10TH SCHOOL GROUP.

**FORTIETH SCHOOL SQUADRON:** To eliminate comment or difficulty over the assignment of Martin Bombers to Officers participating in the Martin Bomber race held during the National Balloon Race, lots were drawn in this organization for assignment to ships. The ship drawn by Captain Harvey of the Attack Group was taken by him to one of the hangars of the Attack Group, and secreted there until the day of the races. The Martin Bomber drawn by Lieut. Williams of Brooks Field, Texas was taken to Brooks Field and held there until the day of the races. Quite a great deal of enthusiasm prevailed among members of this organization over the races, everyone being eager to have his ship in the best mechanical condition possible.

Flying this week was increased due to test flights of the Martin Bombers, and to the number of new students arriving from Brooks Field. Due to the increasing number of ships allotted to this Squadron, it has become necessary to move to the lower end of the Field, as there is not enough space to house our Martin Bombers in our present hangars. The large hangar, originally built to house the GAX triplane, is being taken over by this organization, and preparations are being made to move into same.

The Squadron entertained with a farewell dinner on April the 8th in honor of our First Sergeant Will L. Mayne, prior to his departure for his new station at Knoxville, Tennessee. All Officers and enlisted men of the Squadron were present, in addition to quite a number of invited friends of the honor guest. The tables were beautifully decorated and included everything good to eat, from roast chicken to strawberry short cake. Preceding the dinner, Staff Sergeant Cross was called upon to make a presentation speech in behalf of the Squadron, at which time a beautiful pair of gold cuff links were presented Sergeant Mayne. After the dinner was over the entire Squadron bid farewell to Sergeant Mayne, all wishing him the very best of luck and good fortune at his new station.

**FORTY-FIRST SCHOOL SQUADRON:** Several Cross Country flights were made due to the return of good weather the past week. Lieut. Rush with Sergeant Cote of the 68th Service Squadron used an airplane of this organization on a cross country flight to El Paso, Texas, April 1st, returning April 4th. Lieut. J. I. Moore, with Staff Sergeant Smith as mechanic, flew to Dallas on April 5th, enjoyed a merry week-end at that city, returning the afternoon of the 6th. Lieut. Davidson as pilot with Mr. Johnson (Lieutenant O.R.C.) as passenger, hopped up to Post Field, April 4th, returning April 7th.

With the increase in numbers of the Student Classes, together with a new allotment of airplanes from the San Antonio Air Intermediate Depot, this Squadron has been kept literally on the jump during the past few days. A total of 157 hours and 35 minutes was flown in airplanes of this organization by permanent Commissioned, Student and Reserve Personnel from April 4th to April 9th.

**FORTY-SECOND SCHOOL SQUADRON:** During the past week the ships of this squadron have been flown 158 hours and 30 minutes. But more remarkable than that, on April 7th, one day, these ships were flown for 64 hours and 55 minutes; - considerable time for one day.

Two "new" planes were received from the S.A.A.I.D. and these will help to provide equipment for the last section of the present school class. This section began flying on April 8th.

The Squadron is bending every effort, outside of working hours, toward having a winning ball team and present indications are encouraging. On Wednesday, the non-com's and privates played a good game with close score in favor of the non-com's.

**FORTY-THIRD SCHOOL SQUADRON:** "Good morning sergeant. How about an S-E this morning?"

"Sorry sir, twenty were put out of commission yesterday, engine beds shimmying. Two new ones are being set up now."

"Well, how about an M-B?"

"Sorry sir, sixteen of them were about to lose their wings so we sent 'em all over to the depot. The M-B- 3Ms are being reserved for the races, you know; yes, that's the one Lieutenant Strickland expects to cop the Liberty Bond with."

"Blankety blank\*\*\*\*! Well, how about a Sperry, they're still going strong aren't they?"

"Sorry sir, they are being saved for the races April twenty-third, everybody likes to fly them."

"Hang it, got any d-Hs?"

"Sorry sir, they're all being used at headquarters for dual work, except the tow target ship."

"Of all the blankety blank luck\*\*\*\*! and the old D-7 is condemned and Cap'n Mac and Dick Aldsworth are up in the Vought. Well, give me one of your five year old Spads, they're still going strong aren't they?"

"Yes, sir, all eighteen are in commission. A new coat of paint each year, after the rumor about condemning has passed, and they're all set and rearing to go again."

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### THIRD ATTACK GROUP

HEADQUARTERS THIRD ATTACK GROUP: Orders were received transferring Lieut. Leon E. Sharon to Fairfield Air Intermediate Depot. Lt. Sharon was on special duty as Post Agent Finance Officer since June, 1921, and it is understood that he will be on duty in connection with the Cost Accounting System at his new station. Lt. Edward D. Jones was detailed on special duty as Post Agent Finance Officer and is busy taking over from Lieut. Sharon.

Arrangements to 'Shoot the Group' have been completed with Mr. C.O. Lee, Pathe' News representative for San Antonio. A program has been agreed upon covering all phases of flying and ground attack. Mr. Lee will commence taking pictures next week. We can expect to see, when visiting a movie in the near future, planes sailing across the screen displaying the following insignia:

Eagle & Liberty Bell . . . .	8th Attack Squadron
Skeleton & Scythe. . . . .	13th Attack Squadron
Iron Fist . . . . .	26th Attack Squadron
Pair of Dice . . . . .	90th Attack Squadron

Devotees of the game of 'African Golf' might be inclined to view the Pathe' News Pictures of the above as a sort of an aerial dice game with an Eagle Iron Fist and The Grim Reaper as contestants. In picking the winner, "Let your conscience be your guide" - they're all slickers.

The Group anglers are beginning to stir, as evidenced by the cleaning and repairing of tackle and the planning for fishing trips as soon as the season opens. The Group's rest camp and most popular fish hunting grounds are situated on J. W. Hardway's Farm, about five miles from Crystal City on the Nueces River where, in addition to angling, some resting and much swimming and boating are also indulged in. Lt. Robinson with 1st Sgt. Marsh and Lt. Zettel with Cpl. Spencer made a cross-country flight to the camp to determine existing conditions and to arrange for the opening in the near future.

EIGHTH ATTACK SQUADRON: Flying during the past week was the usual participation in the prescribed training in attack and tactical exercises and cross country and routine training flights.

One DH4B Plane from this organization was turned over to the Third Attack Group Aerial Repair for alteration for use in the Airplane Races, in connection with the National Balloon Race. The plane was formerly used for attack work, but all this equipment was removed at the Aerial Repair; the straight back of the fuselage replaced with a turtle back, all the dihedral taken out of the wings and every exposed part stream-lined. The large wheels were replaced by small stream-line wheels and a speed propeller took the place of the club propeller.

THIRTEENTH ATTACK SQUADRON: This Squadron has been furnishing a large detail for the past few days to paint the new steel hangar which was recently constructed to take the place of the old wooden hangar No. 21. It is expected that planes of

this Squadron will be moved into this hangar in the near future as we have to vacate hangars 23 and 24.

**TWENTY-SIXTH ATTACK SQUADRON:** On April 8, Lieut. Frederick V.H. Kimble left on a cross country flight to Kansas City, Mo., with Pvt. Monette of the 10th School Group as passenger, to ferry to Kansas City a DH4B airplane to be used for instructional purposes and training of National Guard, Air Service, stationed at that place. Upon arrival at Kansas City, Lieut. Kimble turned the plane over to Lieut. J. B. Carroll, on duty with the Organized Reserve, and then proceeded to Fairfield, Ohio, by rail and received from the Intermediate Depot one of the specially constructed DeHaviland planes used in the flight to Porto Rico. This plane is to be ferried to Kelly Field and turned over to the Airways Control Officer.

Extensive preparations were made for the National Balloon races held at Kelly Field, on April 23rd, in connection with Fiesta Week which is celebrated by Texans, every year. In addition to the Balloon Races, a program outlined for that day will outrival all other Carnivals or Aerial Demonstrations held here in the past.

**SIXTIETH SERVICE SQUADRON:** Lieut. Russell L. Williamson of the 8th Attack Squadron, formerly of this organization, accompanied by Pvt. Ballard of the 41st School Squadron, took off in Airways Plane #63853, en route to Scott Field, Ill. They left on schedule time Monday morning (8:00 a.m), April 7th.

**NINETIETH ATTACK SQUADRON:** Operations during the past week consisted of Horizontal Bomb Attacks from altitudes of 200 and 500 feet, using 50 pound demolition and 25 pound terra cotta bombs. Attacks were made over circle on Bombing range one mile southwest of Kelly Field.

Lieut. Andrews made a cross-country flight to Dryden, Texas, using an 8th Squadron plane, for the purpose of inspecting the 90th Squadron Airdrome there and to ferry Lieut. Clark to Kelly Field, returning the same day.

Captain Hofstetter of the Ordnance Department was assigned to this organization to observe the functioning of Ordnance material.

Kelly Field, San Antonio, Texas. April 19th.

#### TENTH SCHOOL GROUP.

**FORTIETH SCHOOL SQUADRON:** Night flying was conducted this week with the Martin Bombers and DH4B's. Instructions in night flying with NBS-1's are given the students of the School, and they seem to be making rapid progress.

The Squadron base ball team defeated the 42nd School Squadron in the Post League on April 16th, the score being 12 to 1.

**FORTY-FIRST SCHOOL SQUADRON:** This Squadron, like the remainder of the Post, was kept on its toes during the past week preparing for the annual inspection of the Inspector General.

Eighteen airplanes (DH4B) were furnished by this organization for a Wing Review on April 12th, in which over 150 airplanes of various types participated.

An average of four airplanes per night, together with the personnel necessary to crew them, were furnished by this Squadron for Student training in night flying during the past week.

**FORTY-SECOND SCHOOL SQUADRON:** Of the 167 hours, 25 minutes flown by the squadron during the past week, 6 hours, 15 minutes were night work. Last Saturday saw another aerial review of the Wing, for which this Squadron furnished planes for three 5-ship formations. On the 16th, Lieut. Catlett, with Sgt. Wiese as passenger, left for Dayton by aerial route, and on that day reached Scott Field.

**TWENTY-SECOND PHOTO SECTION:** A number of very successful tests were carried on during the past week of close up aerial work. A number of tests have also been carried on using the DeBrie and Universal movie cameras.

### THIRD ATTACK GROUP

**HEADQUARTERS THIRD ATTACK GROUP:** Work progressed on the planes entered in the heavier-than-air races in connection with the National Elimination Balloon Race. The entrants from the Group, Captain L. L. Harvey piloting an NESI and Lts. L.S. Andrews and L. A. Smith piloting DH4Bs, put all their spare time into streamlining and testing their respective planes.

It is understood that the Group is to give an Attack Demonstration for the benefit of Student Officers at the School of Fire, Fort Sill, Oklahoma. The date that the demonstration will be held is not known but it will be in the near future.

The Pathe News representative showed up Thursday morning and took his first pictures of the Group while engaged in bombing practice. Now that a start has been made it is expected that the picture taking will continue steadily until all phases of Attack Aviation have been covered.

**EIGHTH ATTACK SQUADRON:** One three-plane flight from this organization took part in the Attack Group Bombing Maneuver this date. During this maneuver, the representative of the Pathe News took pictures of the tactical operations by the Group from a Martin Bomber, piloted by Lieut. H. G. Crocker. Also one scene was taken while the planes were still on the line and being turned around preparatory to take-off, this scene also being taken from the air.

Lieut. L. J. Carr was detailed on temporary duty with the 10th School Group as instructor, in connection with the night flying now in progress by the Student Officers and Cadets.

**TWENTY-SIXTH ATTACK SQUADRON:** During the past week the flying personnel participated in formations for bombing practice, formation flights for practice of combat signals and tests of aircraft, aircraft instruments, equipment and accessories.

In the bombing practice small terra cotta 25-pound bombs were used in the attacks on the target, which was located in a creek bottom and consisted of cloth strips stretched length-wise from north to south.

The squadron attacked the targets in "V" formation and the bombs were released while in horizontal flight and at an altitude of 500 feet. A creditable percentage of hits was made on the targets. The approach and attack of the targets was observed by the Group Commander and Adjutant of the 3rd Group.

In preparation for the aerial exhibition during Fiesta Week, this squadron tested all of the planes equipped with bombing equipment, synchronized guns and tourelle guns. This work was done carefully and the equipment is in a condition that is sure to perform successfully and to justify the care taken with it.

**SIXTIETH SERVICE SQUADRON:** On April 11th, Captain Kraus, Adjutant of this field, made a cross-country flight to Houston, Texas, in a DH4B, assigned to the 1st Wing Headquarters Detachment. He was accompanied by Pvt. Edmondson of the 1st Wing Headquarters as mechanic.

**NINETEETH ATTACK SQUADRON:** The Engineering department devoted much of its time to work on the Speed Ship, a DH4B, flown by Lt. L.S. Andrews, the Squadron commander, during the National Balloon Race. During the process of the work, a few difficulties were encountered in rigging the ship for speed purposes, but these were finally overcome.

A new Sperry and DH4B were received by this organization on April 16th, from the San Antonio Air Intermediate Depot.

Lieut. C. E. O'Connor, Squadron Adjutant, made a hurried flight to McKinney, Texas on April 11th, carrying an enlisted man as passenger.

During the week-end, Lieut. R. C. Zettel, Squadron Supply Officer, went to Crystal City, Texas, on a fishing trip, and reported unusual success.

#### Brooks Field, San Antonio, Texas, May 6th

Cross country training flights for the week-end included the following:-  
2nd Lieut. Harlan T. McCormick, A.S., to Waco, Texas; 1st Lieut. Clements McMullen and Lieut. Kenny to Laredo, Texas; and return; 2nd Lieut. Julian B. Haddon, A.S., and mechanic, to Fort Sill, Okla., and return; Captain Paul Bock, A.S., and Mr. Ruggles, to El Paso, Texas, and return; 1st Lieut. John D. Corkille, A.S., to Ozark, Arkansas, and return; Staff Sergeant Roy L. Mitchell and Sergeant R. G. Long to Fort Ringgold, Texas, and return; Master Sergeant Wm. A. Winston and

Sergeant Jack Smith, to Corpus Christi, Texas, and return; Staff Sergeant Chester F. Colby and Staff Sergeant L. L. Wells to Dallas, Texas, and return; Staff Sergeant George C. McGinley and Sergeant Adam Bogdanski, to Corpus Christi, Texas, and return; and Staff Sergeant B. K. Newcomb and mechanic to Ft. Worth, Texas, and return.

Flying conditions were ideal and much time was devoted to flying. Staff Sergeant George C. McGinley, A.S., during the past month, piled up a total of 119 hours and 20 minutes flying time, which is something like five hours a day.

Training for the March 15th class reached the solo stage in flying and Ground School classes are progressing satisfactorily.

Brooks Field, San Antonio, Texas, May 12th.

Cross-country training flights for the week-end included the following: 2nd Lieut. Townsend Griffis and 2nd Lieut. R. B. Evans to Ft. Ringgold, Texas, and return; 1st Lieut. M. H. McKianon and 1st Lieut. C. R. Evans to Laredo, Texas, and return; 1st Lieut. Leland R. Hewitt to Mansfield, La., and return; 1st Lieut. Hez McClellan and Corporal Solso to Baton Rouge, La., and return; 1st Lieut. James G. Taylor and 2nd Lieut. R. W. C. Wimsatt to Ft. Worth, Texas, and return; Staff Sergeant Chester F. Colby and Staff Sergeant Edward Marsden to Kerrville, Texas, and return.

Major L. H. Drennap, A.S., Chief, Personnel Division, Office Chief of Air Service, paid this field a visit during the past week.

Wilbur Wright Field, Fairfield, Ohio, May 5th.

In response to a challenge from the Wilbur Wright Bowling Team, which was published in the News Letter a few weeks ago, the first game with McCook Field was played on Monday April 28th with the result noted below:

McCook Field Officers:		Wilbur Wright Officers:	
Ridenour	120 - 137 - 99	Robins	143 - 150 - 178
Pyle	131 - 143 - 159	Brewer	177 - 164 - 181
Laughlin	146 - 171 - 126	Thrasher	176 - 138 - 181
Kenny	117 - 156 - 125	Hamlin	137 - 149 - 190
Barksdale	144 - 174 - 155	Mills	150 - 115 - 145
	658 . 781 . 664		783 716 875
Total pin fall - McCook 2103		Wilbur Wright - 2374	

It will be noted that our popular Adjutant, Lieut. Winfield S. Hamlin, made the highest score of any man on either team, closely followed by Warrant Officer Brewer, Captain Thrasher and Major Robins. The Wilbur Wright Bowling Team will be glad to receive challenges from other Fields and will endeavor to make arrangements for meeting teams, providing such fields are not too far distant from Fairfield. All communications should be addressed to Lieut. W. S. Hamlin, F.A.I.D., Fairfield, Ohio.

Cross country flights to and from this station were as follows: Lieut. W.J. Hanlon from Washington, D.C., where he spent the past three weeks in the Office Chief of Air Service; Capt. Henry Pascale on April 25th to Bolling Field, D. C., ferrying a DH plane remodeled in the repair shops; Lieut. Carl A. Cover with Mr. C. Loose to Selfridge Field and return on May 1st; Major Geo. H. Brett and Lieut. Carl A. Cover to Cleveland, O., on May 5th in a DH; Major C. L. Tinker and Capt. Thomas Boland, from Marshall Field, Ft. Riley, Kansas, stopped at this field on May 4th en route from Washington, D. C., to their home station; Lieut. G. E. Ballard, with Mr. Stockler as passenger, left on April 28th for Selfridge Field to inspect all planes and engines at that field with a view to determining which are up to current requirements of the Air Service. Return trip was made on May 3rd. Lieut. Bushrod Hoppin stopped at this field April 30th en route to Langley Field, Va.; he is scheduled to become Chief Instructor at the Observation School at Kelly Field upon his return there. On April 26th Lieut. R. F. Cole from Langley Field stopped for a short time at the post on a regular airways trip.

Lieut. Carl W. Pyle, from McCook Field, will report for duty at the Fairfield Air Intermediate Depot on June 30th; Lieuts. E. R. Page and Lewis R. P. Reese received orders assigning them to the Air Service Engineering School at McCook Field, effective August 15th next.

Lieut.-Col. Seth W. Cook, Air Officer for this Corps Area, and Lieut. Langhorne W. Motley, with their wives, motored down from Corps Area Headquarters at Columbus, Ohio, to attend the Officers' Dance given on the evening of April 26th. They returned to Columbus the following day.

A Martin Bomber is being prepared in the Shops for freight carrying purposes. While this is not the first time by any means that a Martin Bomber has been used for this purpose, it is believed that the ship contains several new and unusual features. It will be employed for delivering the smaller supplies to fields within a day's journey of Fairfield and it is expected that about 1500 pounds of supplies can be carried in the remodeled bombing compartment.

On April 22nd, Lieut. F.P. Kenny flew to Chanute Field with Mr. Ralph Penland, assistant to the Finance Officer. Lieut. Kenny conferred with the Supply Officer and the Cost Officer at Chanute Field and returned here later in the day. On the 24th, Lieut. Kenny started another trip; this time for Maxwell Field, Montgomery, Ala. from which place he will go to Kelly Field and Brooks Field, Texas; Post Field, Okla. Marshall Field, Ft. Riley, Kansas; and Scott Field, Ill.

Major Ira Longanecker, after completing an extended inspection of this field left on April 25th for Scott Field. Major Longanecker was formerly connected with the Air Service and is now in the Inspector General's Department.

Capt. and Mrs. E. E. Adler returned from Washington April 22nd and after spending a few days at Fairfield, left for San Antonio, Texas. Captain Adler spent many weeks recuperating at the Walter Reed Hospital, Washington, D.C., and must return there for further treatment before taking up Foreign Service.

Major H.H.C. Richards arrived at Wilbur Wright Field on Saturday, April 26th, piloting a DeHaviland plane. He conferred with Major Brett and others at the Field Service Section during Saturday and Sunday, returning to Washington by rail on Sunday afternoon, taking with him a large quantity of data for use in connection with the forthcoming conference with the Militia Bureau.

#### Headquarters 2nd Div. Air Service, Fort Bliss, Texas, April 7th - May 2nd.

Plans are now being considered for taking the 2nd Division Air Service on a month's field service during June. As the Fort Bliss troops are firing on the range during that month, little or no work can be done with them.

All officers were in attendance in the Brigade School for coaches for pistol practice. The instructor conducting the course is thoroughly competent, and a decided improvement in the scores made at pistol practice this year is looked for.

Lieut. C. V. Haines, from the Office Chief of Air Service, arrived at this station recently for duty in connection with the installation of underground storage tanks for gasoline.

During the period covered by this report Lieut. Douglas made a cross-country flight with Corporal Pust to Douglas, Ariz. to inspect the airdrome there; flew to Marfa, Tex. to take spare parts to repair plane at that station; Lieut. Evert flew to Santa Fe, N.M. with Capt. McKelvie as passenger; flew to Douglas, Ariz. with Corporal Pust, for the purpose of returning equipment to this station; flew with Sgt. Simpson on an aerial gunnery flight firing at ground targets at Donna Anna target range on April 24th; Lieut. Weddington and Private Tautfest cross-countried to Childress, Texas, April 18th; returned on the 21st; with Pvt. Markel, Lieut. Weddington made a photographic flight to Camp Bierne on April 25th to get some obliques of that station; Major Heffernan made the following flights; with Sergeant Turner to Gibson's Ranch and return on April 15th, with Sergeant Pierce to Gibson's Ranch and return on April 18th, with Lieuts. O'Connell, Douglas, Gale and Evert in a formation flight for practice in delivering successive attacks by individual planes with bombs against personnel on April 23rd; Lieut. Gale and Staff Sgt. Simpson made an aerial gunnery flight April 16th, firing at ground targets at Donna Anna Range, on April 21st Lieut. Gale and Sgt. Williamson flew on cross-country to Gibson's Ranch and return; on April 25th Lieut. Gale ferried Private Donnelly to Marfa, Texas, for temporary duty.

Major Heffernan and Lieut. O'Connell returned from Nogales, Ariz. where they had gone on duty in connection with moving of a steel hangar from that place to Tucson, Ariz. The detachment of enlisted men now at Douglas will be moved to Tucson as soon as the hangar and other buildings are erected.

Requisitions have been submitted for two SE5's, three Curtiss and two Vought planes for use in the Air Service Reserve Officers training to be carried on at this station during August.

Nearly all the construction work on the field has been completed, and it is hoped soon to be able to have all men working in their sections instead of on general fatigue.

Sergeant Morton volunteered for a tour of foreign service in the Philippines and was scheduled to sail from San Francisco May 5th. Sergeant Trautwine will be assigned to the squadron as a replacement for Sgt. Morton upon his arrival in the United States.

Lieut. Gale and Capt. Bender returned from duty at Fort Sam Houston where they were engaged in developing a system of communication between airplanes and ground troops.

Lieuts. Weddington and O'Connell flew to Tucson, Ariz. April 9th to participate in the funeral of the late Lieut. Monthan, killed in an airplane accident in Hawaii.

W. B. Atwell, a civilian pilot, arrived at this station April 12th from Clovis, N. M.

Lieut. Heisen left San Diego, Calif. April 17th enroute to Kelly Field.

Lieut. Douglas and Sgt. Tyler flew to Kelly Field April 15th to ferry a JN6 plane to this station. Sgt. Tyler returned with the JN. Lieut. Douglas kept in touch with him as far as Dryden, Texas, on the return flight.

Lieut. Weddington made a flight to Donna Anna target range May 3rd for the purpose of taking Lieut. Heavey to that place for some official signatures.

The Air Service baseball team in a hard fought battle at Fabens on May 4th lost to the town team, score 11 to 10.

Lieut. Clark, assigned to this station from Kelly Field, motored up and arrived in good shape after an enjoyable trip.

Staff Sgt. and Mrs. Groves and Staff Sgt. and Mrs. McNally spent several days motoring to Hot Springs, N.M. and the Elephant Butte Dam.

Capt. T. W. Hastey arrived here May 7th from Kelly Field and left for Tucson and Nogales, Ariz. on May 9th.

Lieut. Clark and Capt. Bender made a reconnaissance flight to locate guide points to use in making mosaic of the vicinity of El Paso and Fort Bliss, Tex. on May 8th.

Major Heffernan, Lieuts. Douglas, O'Connell, Gale, Sergeants Tyler and Pierce made a cross-country flight to Kelly Field on May 17th for the purpose of flying three planes to this station from the Air Depot. Lieut. Douglas returned to this station the same date. All of the other officers returned on the 18th, Lieut. Gale flying the new DH4B plane.

Lieut. Clark and Corp. Farrar made a cross country flight to Marfa on May 9th to take supplies to that station.

Lieut. O'Connell made a cross-country flight to Donna Anna target range and return to take a Cavalry officer for consultation with Gen. Castner.

The enlisted men had a nail picking contest on April 19th. Corp. Newland's squad came in first and each man in his squad gets a three-day pass. Corp. Rucker's squad came in second and Sergeant Silliman's third, each man getting a two day's pass. There were three G.I. cans of nails altogether, making close to 1,000 pounds of nails. The main reason for the contest was to get the nails off the Air Service area which will prevent many tire punctures.

On April 21st Lieut. O'Connell and Capt. Bender made a cross-country flight to the vicinity of Sapillo River to select a landing field for summer training.

Sergeant Arthur Groves received orders for duty in the Hawaiian Dept. as replacement for Staff Sgt. John T. McNally and expects to sail from San Francisco on the June transport.

The Air Service ball team is playing winning ball, defeating the La Mesa team 15 to 5 on April 27th and on the 30th taking the El Paso High School into camp, score 21 to 11.

Lieuts. Clark and O'Connor from Kelly Field were visitors on a flying trip on April 29th. Lieut. Clark received orders to report to this station for duty. He expects to drive his car overland when changing station.

Lieut. O'Connell with Capt. Pollock as observer flew to Gibson's Ranch and return on May 1st.

#### Phillips Field, Aberdeen Proving Grounds, Md., April 29th.

Cross country flights were made to Bolling Field, Langley Field, Langin Field, Mitchel Field, Middletown, Pa., Philadelphia, Pa., Gettysburg, Pa., Middle River, Md., Edgewood Arsenal, Md., and Newark, Delaware.

A test was completed this month of duralumin support beams for type B-3 bomb racks. This test consisted of making 25 trips carrying two 300-lb. bombs each trip. These support beams apparently stand the strain of carrying the load

which the rack is designed to carry as well as the steel beams, and have the added advantage of being considerably lighter.

We had the pleasure of entertaining the 6th Field Artillery during the 28th and 29th of April, and in turn were entertained with a few selections by their band, which was greatly appreciated by all.

Lieuts. Seward and Cressey, Athletic Officers of the 49th and the 18th, respectively, have been whipping their base-ball teams into shape for the coming season and there seems to be quite a bit of rivalry between the two teams. There are three teams included in the Post Schedule and the season opened April 29th with the 18th and the 49th as the opposing teams.

1st Lieut. Harry G. Montgomery, Air Service, Adjutant, in addition to his other duties was appointed Post Exchange Officer.

#### Camp Nichols, Rizal, P.I., March 20th.

At the beginning of the week the men on detached service in Camp John Hay, Baguio, Mountain Provinces, returned to our midst with a wonderful collection of tales to be told about the climate, curiosities, etc., etc., ad infinitum. All the old ones dressed in new clothes, and some new ones added. To listen to these boys, one would be led to believe that one's time in the popular summer resort was divided between fleeing from be-tailed savages clothed in a gee-string and armed with a bolo, looking up the chimney to see the cows come home down the mountain side, and knocking ice out of the pitcher in the morning. However, as the saying goes, "a good time was had by all", and it didn't lose any in the telling.

On the 11th, Lieuts. Johnson and Walker flew on a cross-country Pigeon, Training Mission, releasing birds at Corregidor Island and Clark Field, Pampanga, returning same date. On the same date Captain Beam and Lieut. Walker flew to Corregidor Island in a seaplane, returning the same day. Several cross-country flights to Clark Field were made during the week.

Our well known baseball team started off the season this week, but owing to a bad combination of circumstances, were only able to secure second place in each of the three games they have played thus far. Nothing like a little bad luck at first to develop a really first-class aggregation, and while we admit that we have just that, there are some in the Island baseball league that want to have it proved to them before they will allow us to hang the pennant in Camp Nichols Headquarters.

Preparations are under way and hopes are running high, as the day for some of our happy throng to return to the Home-Land draws closer and closer. It leads one to wonder how strong the "Call of the East" will sound to them, and how many we will see back on the next boat, as we have seen others before them. "Naw, soldier, me re-up for them Philipprunes! Who, me? Roll over, y're on y're back." But once they hit the States, it's "the music, and the palm-trees, and them tinklin temple bells" that has caused many such a good resolution to go by the board. However, there isn't one of us who do not envy them their trip, and our best wishes go with them.

#### Camp Nichols, Rizal, P.I., March 25th.

The past week was mostly noted for changes in personnel. On Monday the United States Army Transport THOMAS arrived as per schedule, bringing to this command as replacement for the men leaving, eight non-commissioned officers and some fifty-odd privates, so that we are still up and over strength. Lieuts. McCune, Vanaman, Greer, Walker and Johnson flew in formation over the transport upon its arrival in Manila.

On the 18th, Lieut. Vanaman flew to Clark Field, Pampanga, ferrying Lieut. Read, Jr., to Camp Stotsenburg, returning the same date. On the 20th, Lieut. Weddington, Detached Service, San Jose, Mindoro, on locust patrol, flew in to the post to obtain supplies and equipment, returning on the 21st. Several cross-country flights were also made to Clark Field during the week.

Due to the additional hangars being constructed and the great amount of supplies stored on the post, our camp is beginning to take on a war-like appearance. Additional guards were added to the regular guard, which with shot gun, rifle and machine gun squads make us feel confident that any attempt to destroy any of the Government property will be quickly foiled.

Work on the new addition to the South Hangar progresses steadily, and so do fatigue details. About fifty soldiers per day go out and show 'em how it should be done. The 28th Bombardment Squadron is industriously working on the setting up of their consignment of Martin Bombers and will soon be able to give them a test flight. The classes in rigging and motors conducted by Technical Sergeant Zielinski and Staff Sergeant Kohn, have been temporarily suspended owing to the present activities on the Post.

Our gallant baseball team romped home with their sixth consecutive second place this week, an unbroken record. The team has shown good all-around play, and Browning's pitching can't be beaten, but we seem to get the errors all at the wrong time.

#### "Social Happenings"

At the Union Church Saturday evening, March 22nd, at eight-forty-five, Miss Marion Moon and Lieutenant Edwin E. Aldrin were united in marriage, Chaplain Charles F. Graeser officiating.

Captain and Mrs. Brown of Camp Nichols, were charming hosts at dinner Tuesday evening, in honor of Lieut. and Mrs. John Y. York.

Major and Mrs. George E. Reinburg entertained with a most attractive dinner at their home on Calle Gral. Luna Thursday evening in honor of Miss Marion Moon and Lieutenant Edwin Aldrin.

#### Langley Field, Hampton, Va., May 9th.

The Engineering Department, under the direction of 1st Lieut. Victor E. Bertrandias, Engineering Officer, repaired and overhauled two Martin Bombers, two MB3's, one DH4B; assembled and tested one Loening Air Yacht; completed two Wright "E" motors and five Liberty motors during the past week. The following are undergoing repairs; One NBS1, two MB3's, one CO4, one DH4B-2 and one DH4B.

The 59th Service Squadron recently submitted an insignia for approval. This insignia having been approved will as soon as practicable be placed on all planes assigned to that organization. The insignia consists of a black beaver on a yellow diamond background.

Lieuts. Hail and Boyden, U.S.M.C., and two mechanics in two Douglas Davis planes arrived from Quantico, Va., en route to the Naval Base at Norfolk, Va., to participate in bombing practice and maneuvers off the Virginia Capes.

Lieuts. Rush and Hopkins arrived here on an extended cross-country flight from Kelly Field, Texas, on May 8th, and departed the next morning for Pope Field, N.C.

Lieut. Byron T. Burt, from Kelly Field, was assigned to the 50th Observation Squadron as Engineering and Operations Officer.

Lieut. Wm. N. Lanagan departed for the Philippine Islands April 11th for a tour of foreign service.

The newly organized post baseball team, under the management of 1st Lieut. Thad V. Foster, is making very good progress and is expected to be one of the strongest aggregations on the peninsula. We believe we have the best and are willing to give any of the many Army teams in the vicinity a chance to change our minds.

Capt. R. Walsh of Bolling Field made a cross-country flight to this field and was held over two days on account of inclement weather.

Warrant Officer Braig will have charge of the new cost system in the Engineering Dept. under the supervision of Lieut. Bertrandias, Engineering Officer.

#### McCook Field, Dayton, Ohio, May 15th.

Orders were received May 5th detailing the following officers for duty with the A. S. Engineering School as students, effective on or about August 15, 1924: Captains Hubert R. Harmon, Bolling Field, D. C., Vincent R. Dickson, Selfridge Field, Michigan, Walter F. Kraus, Kelly Field, Texas, Oliver S. Ferson, Office of the Chief of Air Service, Washington, D.C., First Lieuts. Lewis R. P. Reese and Edwin R. Page, Fairfield Air Intermediate Depot, Raphael Baez, Jr., Mitchell Field, Long Island, New York, Angier H. Foster, Scott Field, Ill., Second Lieut. Donald B. Phillips, Kelly Field, Texas.

Orders were received relieving from duty at this station, First Lieut. A. C. Foulk, who will proceed at the proper time to San Francisco, Calif. to sail on the transport scheduled to leave that port on or about July 2, 1924 for the Hawaiian Dept. Upon arrival there he will report to the Commanding General for duty with the Air Service.

V-5216, A.S.

Each of the following officers on duty at this station will be relieved from duty, effective June 30th, and are assigned to the stations indicated: Major Delos C. Emmons to Crissy Field, Calif., Capt. Theos D. Tillinghast to Selfridge Field, Michigan, Lieut. A. L. Johnson, Chanute Field, Lieut. C. V. Fastenau to Phillips Field, Aberdeen, Md., Lieut. C. N. Monteith to Langley Field, Lieut. J. P. Van Zandt, to Bolling Field, Lieut. F. O. Carroll to Kelly Field, Lieut. A. L. Lyon, Selfridge Field. First Lieut. A. W. Stevens was relieved from duty at this station and assigned to the 88th Observation Squadron, Wilbur Wright Field, effective April 17th. Lieut. A. W. Stevens was granted a leave of absence of four months to go beyond the continental limits of the United States. He will spend his leave photographing in South America.

Capt. A. W. Brock left for Washington, D.C. on May 3rd, where he has been transferred for duty in the Office of the Chief of Air Service.

First Lieut. Eugene C. Batten, now en route to the United States from the Philippine Islands, was assigned to duty at this station and on expiration of leave granted him will report to the Commanding Officer here.

Major E. L. Hoffman, relieved from duty here, was detailed with the Organized Reserve Corps, Fifth Corps Area at Cincinnati, Ohio to take command of Grissard Field.

Major L. W. McIntosh, Commanding Officer, McCook Field, and Major Leslie MacDill, Engineer Officer, were designated as students at the General Staff School for 1924-25 courses and will report to the Commandant for duty between August 20th and September 3rd.

Lieut. Carl V. Fastenau was detailed Post Adjutant vice Captain A. W. Brock.

The following student officers now on duty at the A. S. Engineering School will be assigned to the Engineering Division for duty upon the completion of their present courses of instruction, reporting to the Commanding Officer, McCook Field on or about August 15th; Captains Leo A. Walton, Edward Laughlan, First Lieuts. Walter R. Fletcher, George W. Peik, Alex. Pearson, Jr.

Capt. Gerald Brower will proceed on or about May 16th to Brooks Field, San Antonio, Texas, for attending a meeting of the Board of Officers to consider the drawing up of specifications for training type of airplane. Upon completion of this duty he will return to this station by rail.

Lieut. Robert E. Robillard returned to this station May 14th from sick leave spent at Arcadia, Florida. He has completely recovered from his operation for appendicitis.

#### Kindley Field, Fort Mills, P.I., April 17th.

Notwithstanding the fact that the 2nd Obs. Squadron is equipped with antiquated equipment which has been in commission since 1920 (HS2L Flying Boats), this field is piling up a greater amount of flying time than any other field in the Islands. During the past three months the Commanding Officer, Capt. V. L. Burge, led the Department in flying time. Last month he had over 35 hours flying time to his credit. Several other officers of the Squadron had over 20 hours to their credit.

The squadron is awaiting patiently the arrival of promised new equipment. It is sincerely hoped that it will be the Douglas type with pontoons, which could be converted to land planes in the event this field is closed and personnel moved to the mainland, as is rumored. We feel, however, that we have the best station in the Islands from all viewpoints. Our relations with the Artillery are exceptionally cordial.

#### Hdqs., Philippine Dept., April 3, 1924.

The Headquarters Detachment added five new members to the organization this week. We welcome these new men. The old timers are already preparing furlough requests.

The 6th Photo Section added several new members to their staff who wish to become photographers. They seem to be the right "Stuff" and in a short time should be able to carry out any duties assigned to them. Private Christiansen is in Mindoro taking photographs of the locust campaign carried on by Lieut. Weddington.

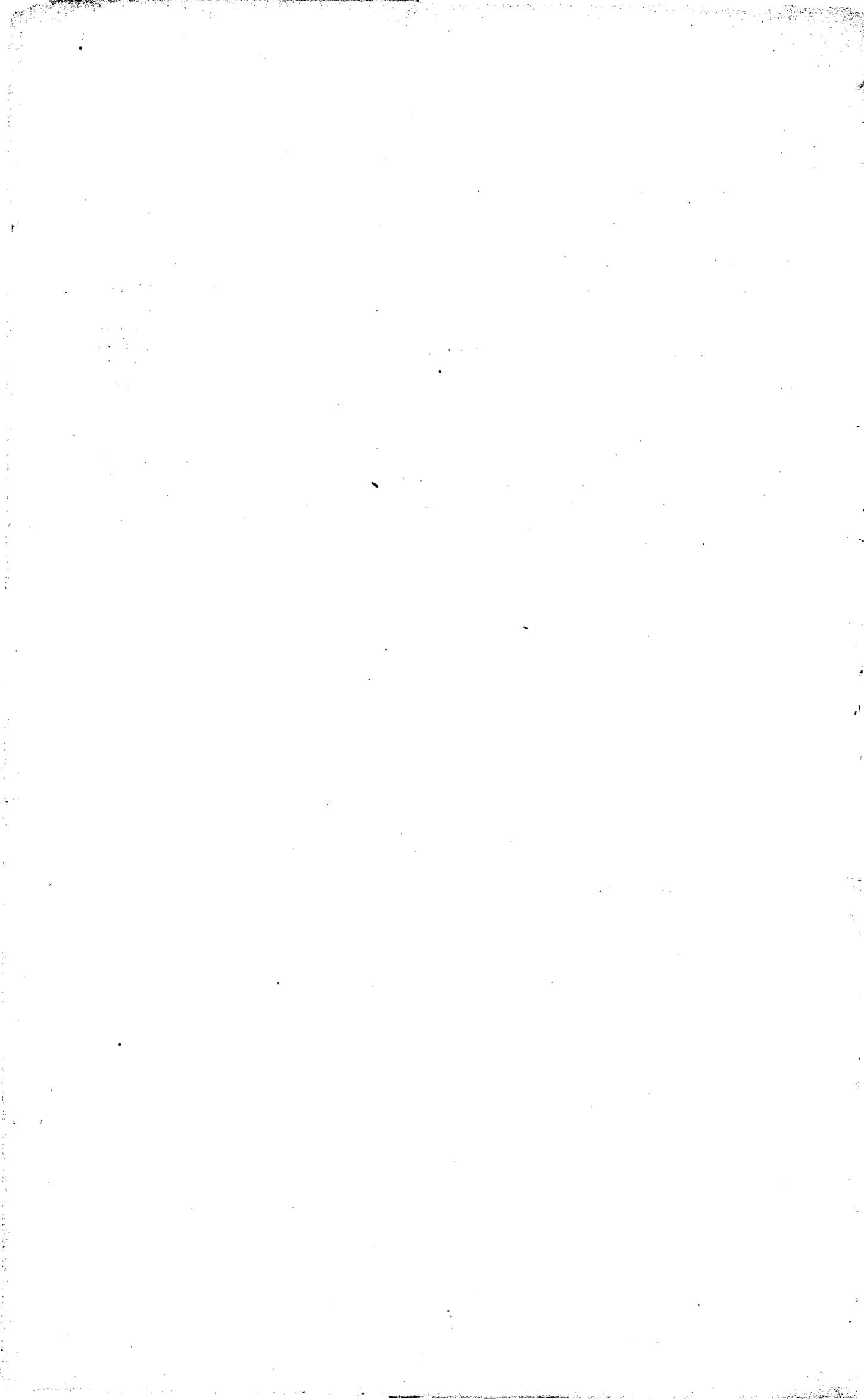
Several cross-country flights have been made this week. On March 24th, Capt. Eglin, Lieuts. Vanaman, Maxwell, Skanse and Glascock flew in formation over the Transport THOMAS as she left on her long trip to the "homeland".

Camp Nichols has not been showing up so well this season in athletic activities. We are still "one from the bottom" in baseball standings, but Lieut. Greer has been doing excellent work lately, and with the return of Capttain Eglin to the team after an injury, we expect to show the people something. There are two games scheduled with Meralco next week in Manila. Great things are expected of Camp Nichols and we hope to move up a notch or two.

Luke Field, H. I., April 19th.

The main field of operations for the Air Service Group stationed at Luke Field, Hawaii for the week ending April 18th, consisted of Camera Obscura, bombing at harbor targets and target towing missions for the record firing program being carried out by the 64th Anti-Aircraft Regiment, stationed at Fort Shafter. The 72nd and 23rd Bombardment Squadrons were detailed for the target towing exercises, using Martin Bombers. The 6th and 19th Pursuit Squadrons performed some excellent firing missions. Firing was done with a Lewis machine gun from the cockpits of DeHaviland planes.

The Post baseball team has been busily engaged in practicing from the Sector league season which opens on May 3, Luke Field will meet the ball tossers from Fort Armstrong in the opening game which will be played at Luke Field. The post inter-squadron league is nearing a close, with the 65th Service Squadron holding first honors. This team has been successful in winning all games they were scheduled to play.



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

FOR RELEASE: June 16, 1924.

UNUSUAL NAVIGATION TESTS AT McCOOK FIELD  
By A. M. Jacobs, McCook Field Correspondent.

The earth inductor type, distant-reading compass is the instrument largely responsible for the many rather remarkable long-distance flights that have recently been made, without the aid of maps or landmarks, using an Arc of the Great Circle, which is, more popularly speaking, the most direct line, as a course. This compass is a distant-reading affair, the present type being developed by the Engineering Division and the Bureau of Standards, although the discovery of the principle dates back some ten or twelve years. It consists of three distinct units. The first of these is the rotor or armature whose coils of wire are rotated by a fan, or impeller, located in the slipstream. The armature itself is located back in the tail regions of the plane, as far as possible away from the influence of the steel members of the plane, such as the engine, the gas tanks, the mass of wiring, which are so often responsible for causing the old style compass to stray from its true readings. The earth inductor compass is much like the magneto or generator ordinarily used for producing electric current, except instead of the horseshoe magnets of the magneto or the field electro-magnets of the generator being used as the field magnet, the earth itself is used as such.

The armature is connected mechanically to the second unit of the compass, the controller, which is situated in the rear cockpit. The controller is a dial numbered from 0 to 360 degrees. On this dial the navigator sets the course, properly corrected for drift, the drift indicator by which this correction is made being placed in the floor of the rear cockpit.

The third unit is an electric galvanometer, connected by two copper wires to a pair of brushes which communicate to the armature. The galvanometer also has an indicating dial. When the plane is headed on the course set by the controller, this indicator reads zero; if the plane swerves to the right or the left of the course, the indicator needle moves correspondingly, giving its message of warning to the pilot.

Owing to the present arrangement of controls in the pilot's cockpit, the drift meter cannot be set in the floor of this cockpit so as to be conveniently used by the pilot. A device is now being perfected, however, which will enable the pilot to conveniently measure the drift and upon the completion of this device, the controller will be placed in the front cockpit, making it possible for the pilot to be his own navigator.

All the spinning and turning errors of the old compass have been eliminated in the earth inductor compass; only the declination error, that error which is due to the magnetic north pole not being at the geographic north pole, must be allowed for. It has no inherent errors, and it is this reliability that has given pilots and navigators their confidence in it.

On March 27, 9:53 A.M., Lt. Hugh Barksdale, pilot, and Mr. Victor E. Showalter, navigator, took off in the DH regularly assigned for navigation purposes at McCook Field, and with 157 gallons of gas in the tanks, headed for Kansas City, hoping with favorable winds and a direct course to make it a non-stop flight.

Approaching Shelbyville, Ill., however, strong West winds were encountered and the engine began to cut out. The intake rocker arm on the left bank was sticking badly. Good landing spots appeared at a premium for most of the country was flooded from spring rains. So the pilot kept on, making for Belleville, Ill. eighty-two miles distant. It was rough riding but a safe landing was made, and the engine repaired. On attempting to take off the next morning, however, the same engine trouble occurred, forcing a return to Belleville. The following morning at 11 A.M. they took off once more in a 44-mile Southwest wind. At 1500 feet it swung slightly southward at a velocity of 66 miles per hour. Kansas City was struck "straight in the eye" at 3:13 P.M., no difficulty having been experienced in keeping to the course over the poorly charted country of Northern Missouri. On Sunday morning at nine o'clock the flyers left Kansas City on what proved to be a successful non-stop flight to San Antonio. Most favorable winds seemed to be encountered at 4500 feet. After one hundred miles of flying, however, they had to descend to 3000 feet, where they found a welcome tail wind, which stayed with them

the rest of the journey. Ordinarily a detour is made around the mosquito country of Northern Texas. There are miles upon miles of this without a landing spot. But the chief reason for its avoidance is the absolute lack of identifying land marks. In this respect it offers ideal testing ground for the compass and other navigation instruments. The flyers could only find three trails marking its whole expanse. On one of these trails, the navigator marked a great cloud of dust, the only evidence of human life. He noted that the dust rose vertically, indicating lack of ground wind.

San Antonio was sighted at a distance of twenty-five miles and a safe landing was made at 3:50 P.M., the 710 miles from Kansas City having been accomplished in 6 hours and 50 minutes. The welcome at San Antonio was very cordial. Lectures were given to the students Monday and Tuesday on the Navigation Instruments and conferences with the engineering officers were held. Also the vertical instrument board on General Patrick's airplane was inspected. Lt. Maughan showed a special interest in the earth inductor compass and discussed its use in connection with his coming dawn-to-dusk flight.

On Tuesday, April 1st, at 2:06 P.M., Lt. Barksdale and Mr. Showalter left San Antonio, hoping for a non-stop flight to Dayton, but the winds were so persistently Northern, that at 6:36 P.M., they were only able to get as far as Muskogee, Oklahoma, and a landing was made there, -not a bad place for an aviator to land, we understand, since the hotels and moving picture theatres give him a special welcome and, what is more substantial, reduced rates, owing to the influence of Captain Barney Oldfield, A.S.;O.R.C. They left Muskogee at 7:31 next morning, arriving in Dayton at 1:46 P.M., a distance of 685 miles, thereby completing a 2,565-mile cruise. The total flight consumed 25 hours and 31 minutes flying time, at an average speed of 100.5 miles per hour.

The compass was put through another unique test when Lt. Downey, pilot and Mr. Bradley Jones, navigator, took off on April 16, 8:42 A.M. in the navigation DH from McCook Field for Albany, New York, with all navigation maps, which were taken in case of emergency, sealed up. They arrived without stop at Quentin Roosevelt Field after 6 hours and 15 minutes in the air, with the seals unbroken. The country was new, neither pilot ever having flown it before, and the flight was made not only without land check, but bucking a strong cross wind. Pilot and Navigator were entertained most cordially by the Albany Chamber of Commerce, before taking off for Mitchell Field the next day.

A third test was one where Lt. Barksdale and Mr. Mac Short took off at 11:55 A.M., April 21st in a standard Airways DH equipped with an earth inductor compass. With a sixty-mile per hour tail wind at 4,500 feet they hoped to make Cleveland in an hour. In just an hour's time Cleveland was sighted, and ten minutes later a landing was made at the Air Mail Field, the flight having been made at an average of 150 miles per hour.

Night tests with this compass as a guide will no doubt be the next development and one in which there should be plenty of thrill for both pilot and navigator.

#### New Altimeter ✓

There has been designed recently at McCook Field a special altimeter which is calibrated for use on high altitude flights, and which indicates altitude according to the pressure relation used by the F.A.I., instead of that used in the calibration of the service altimeters. This altimeter differs from the service altimeter not only in the pressure altitude relation used for calibration but in the general appearance of the dial. The low altitudes are inconspicuously marked off in the inner circle, while the higher altitudes have the outer circle and are clearly numbered. Great care was taken in adjusting the mechanism so that the altimeter would indicate correctly between 35,000 and 40,000 feet, because these are the altitudes most interesting to the pilot trying for them. There is no dial shifting knob on this instrument, as it indicates the altitude above sea level rather than the altitude above the landing field.

## THE OPERATIONS OFFICE AT MITCHEL FIELD

By Col. Theodore A. Baldwin, Jr.

The many unusual features of the Operations Office, Mitchel Field, prompted the writer to make a survey of them for the information of the Office Chief of Air Service, as it is believed they may be put to good usage at other Air Service stations. On numerous occasions these novel features have been highly spoken of by visiting airmen, as well as by higher authority, and have added materially to the comfort of the command, who now may obtain pertinent information on cross-country flying, weather forecasts, etc., in an instant. These features that make the Operations Office at Mitchel Field a "model" office, are furnished herewith:

**OPERATION:** The Operations Office is operated by the 31st Air Intelligence Section, which consists of one officer and five enlisted men. The office is kept open at all times. The quarters of the Operations Officer and the barracks of the 31st Air Intelligence Section are located in the same building as the Operations Office.

**ACCOMMODATIONS:** The building is equipped with a pilots' rest room, where lounging facilities and reading material are provided. There are toilets and showers for both officers and enlisted men, where hot water is available at all times. Lockers are provided for all pilots who desire to keep personal equipment at the Operations Office. These lockers are of great convenience to the visiting officers. A supplyroom is maintained, where articles of flying equipment are issued to visiting pilots.

**INFORMATION:** An attempt has been made to place aeronautical information so that it will be most accessible to pilots. Information dealing with meteorological data, airways reservations, missions pending, etc., is posted on specially constructed bulletin boards. The boards are kept up to date at all times. The meteorological data board is posted four times daily and shows in detail the weather conditions at stations along the Model Airway. A special map has been constructed showing in detail the stations, routes, landing fields, compass courses and distances between stations in the Eastern Division of the Model Airway System. All possible information pertaining to flying is filed in the Operations Office and filed are kept in such manner as to make all information available for instant use.

**MAPS:** A complete file of all available maps is kept. Maps commonly used are kept in cases which are hung on the wall in a special Map Room.

**PHOTOGRAPHS:** A number of large photographs of landing fields are being framed and will be hung on the walls of the Map Room. Pilots may obtain a mental picture of landing fields which will aid in locating them when necessary.

**FLIGHT SURGEON:** The office of the Flight Surgeon is located in the Operations Building, being convenient to both Flight Surgeon and pilots. The Office of the Flight Surgeon is equipped with a Medical Cabinet containing a complete set of first aid equipment.

**NIGHT LANDING LIGHTS:** The flying field is equipped with two batteries of six flood lights each, one battery being located at each end of the flying field. These lights are controlled by switches in the Operations Office and can be turned on at an instant's notice.

**SPECIAL BEACON LIGHT:** A special beacon light is located on the top of the operations building. This light automatically flashes the signal "M-I" at short intervals, and is used to aid ships in locating the field.

**WIND VANE LANDING "T":** An illuminated wind vane landing "T" has been provided. During a year's operation this "T" has proven to be very satisfactory for indicating wind direction both at night and day. It is very durable and has safely withstood a sixty mile an hour gale.

**OBSERVATION TOWER:** A platform has been erected on the top of the Operations Building, from which it is possible to observe the entire flying line, and a considerable amount of the surrounding country.

### RECORD FOR FLYING TIME DURING 1923

We learn informally that 2nd Lieut. H. T. McCormick, Air Service, at Brooks Field, San Antonio, Texas, had 130 hours and 25 minutes of flying time to his credit for the calendar year 1923. This would appear to establish a record for flying time in the Air Service for that year.

If any pilot in the service claims a better record, the NEWS LETTER will be glad to have a statement from him.

## AILERON WIRE BREAKS IN AIR ✓

Recently while on a ferry trip to Manila, Captain Vernon L. Burge, Commanding Officer of Kindly Field, Fort Mills, P.I., had quite a thrill due to an aileron wire breaking. When just off Port Area at 1,500 feet altitude the aileron wire broke. The seaplane was placed in a gentle glide and very luckily remained absolutely level laterally, which speaks well for the stability of the boat. Inasmuch as a strong wind was blowing at the time it was feared that a wing would drop and a serious crash result. After a safe landing was made a new wire was installed and the ship flown home. It was a thrill, however, that comes only once in a life time and usually does not end so nicely for the occupants of the plane. The passenger, an Artillery Captain on his first airplane ride, crawled out of the ship and thanked the pilot profusely for the wonderful ride, etc. He was not enlightened, however, as to the nearness of an accident. Where ignorance is bliss 'tis folly to be wise.

## AIR MAIL FOR TROOPS ON THE MARCH ✓

The 10th Infantry and the 3rd Field Artillery from Fort Benjamin Harrison, Indianapolis, Ind., recently travelled from their home station to Camp Knox, Ky. The troops were en route for two weeks. During this period mail was delivered to them by airplane each day, the pilots being the officers and non-commissioned officers attached to the 88th Squadron stationed at Wilbur Wright Field, Fairfield, O. Twelve trips in all were made for the special purpose of delivering mail to the troops while en route.

## RETIREMENT OF MASTER SERGEANT SAUERS

Completing the allotted 30 years' service, Master Sergeant Birdie E. Sauers, Air Service, stationed at Kelly Field, San Antonio, Texas, was placed on the retirement list on May 30th last. Sergeant Sauers served actually 26 years, 5 months and 3 days, but due to foreign service received credit of 3 years, 7 months and 20 days double time, making a total of 30 years and 23 days. During this period of service he was a non-commissioned officer for 21 years and, in addition, held a commission as Captain of Field Artillery for two years during the late war.

First enlisting with the old light Battery F, 2nd Field Artillery, Sept. 1, 1896, Sergeant Sauers served continuously with the U.S. Marine Corps, 1st Field Artillery, 6th Field Artillery, School of Fire, Fort Sill, Okla., Quartermaster Corps, Air Service School at Post Field, Fort Sill, and with his last organization, the 43rd School Squadron at Kelly Field. This soldier possesses eight discharges, all of which read "Character Excellent", which bears out the fact that he was held in high esteem by all of his superiors.

His loyalty, attention to duty and his integrity throughout his service, together with his excellent record, should be an inspiration and an example for all of us.

## MORE ABOUT THE BOMBING OF ICE JAMS TO PREVENT FLOODS. ✓

Touching on the work performed by the Army Air Service early in March last in bombing ice jams in the Platte River, Nebraska, thereby averting a serious flood, Mr. W. M. Jeffers, General Manager of the Union Pacific Railroad, in a letter to Major Lawrence S. Churchill, Air Officer of the 7th Corps Area, Omaha, Nebraska, has the following to say with reference to losses caused by floods along the Platte River since 1912.

"In the year 1912 when the ice broke up in the river the line was quite badly washed in many places from Rogers, Nebraska, to Waterloo, Nebraska, and the cost of making repairs was approximately \$60,000.

In the year 1914 there were less extensive washouts between Fremont and Valley, caused by an ice gorge which formed near Mercer, Nebraska. The main line of the railroad was out of service for about five hours and the cost of repairs was approximately \$1,000.

The washouts this year, with which you are personally familiar, occurred between North Bend and Ames and were caused by an ice gorge near North Bend, Nebraska. In this case the main line was out of service for about twenty hours and the cost of repairs amounted to approximately \$15,000. In this instance there is no question but what the use of airplanes for dropping bombs was the means of dislodging this gorge and avoiding much more extensive damage. It is, of course, impossible to cal-

culate that the damage might have been had we not had the advantage of the bombing facilities, but it is reasonable to assume that it might have run up into many thousands of dollars.

It cannot be questioned that in cases where ice gorges form in the rivers where they cannot be reached from land with explosives, and it is usually impossible to do so in the larger streams, that the dropping of 300-pound bombs from airplanes is the solution of the problem of avoiding, or at least minimizing the damage from ice gorges. We must all keep in mind, however, that the bombing operations on the Platte River this last spring were a new departure and the experience gained therefrom by the railroad management as well as the Air Service will be invaluable in cases of future operations on the Platte River or any other stream where trouble of this kind might become imminent.

I am particularly desirous of reassuring the Chief of Air Service of my appreciation of the effective activities of the Air Service in preparing for and producing results in the emergency of last spring."

BE CAREFUL WHAT YOU SAY TO "MIKE".

It really happened. They were testing out a radio sending set at McCook Field, Dayton, Ohio. Lieut. Lowell Johnson was the pilot and Mr. Studebaker in the rear seat was sending a constant mellifluous vocal stream into the transmitter microphone. The stream is supposed to be constant, as the checker on the ground cannot interpret silence, there being no difference in the brand that comes when the set is out of order and the brand that is intentional. So, after the announcement "McCook Field Airplane, P-292," Mr. Studebaker had been valiantly reciting number series, words, phrases until his stock became exhausted, when he began to sing -

"London Bridge is falling down,  
Falling down, falling down." --

carolled Mr. Studebaker blithely.

Presently in the Radio Laboratory the telephone rang. A feminine voice was at the other end of the line. "This McCook Field!", it asked. And being assured affirmatively, went on: "I have a very strong radio set and I have just gotten in touch with one of your airplanes. There's a man in it who seems to be in distress-- keeps calling out that he's falling down. And I thought you might want to send up another plane to help him."

The lady was thanked solemnly for her solicitude, but the story went the rounds of the Field like wild fire, and it was the last of solemnity in its connection. One really should be extremely careful in the use of radio.

#### THE DEVELOPMENT OF AVIATION IN CHINA ✓

By Capt. C. H. Dolan, Jr.

Aviation and meteorology in China date back many centuries, as do most things in China. When western civilization was in its infancy Chinese astronomers and engineers were studying problems of the upper air; and many of their astronomical instruments, which the modern world is now using in slightly modified form, were being employed centuries ago. According to one Chinese legend one of the sages was able to travel rapidly by making use of the driving wind; while an ancient scientist reported to have fashioned a wooden bird which could fly in the air. China also claims the invention of the kite which was used for the determination of meteorological conditions.

In the years immediately preceding the world war, the Chinese air service equipment consisted mainly of French machines. There was a school at Nanyuan under the supervision of French instructors and mechanics. There still remains of the old French School one French mechanic who has been with the aviation department about nine years; and of the planes themselves, a few old obsolete types in the storage hangars at Nanyuan, one of which has recently been set up and sent to the military school near Mukden as a model for the students to study. The number of Chinese pilots turned out by the French was small, but some of them remain and are still interested in aviation, several having continued their studies abroad in France and in other countries. While they are no longer active fliers, they are represented among the commanding officers of the present airdromes and landing fields.

The Chinese signed a contract with the the Handley-Page Company of England to supply a number of large passenger-carrying planes and necessary auxiliary equipment, including a number of Avro training planes with which to open an air line between Kalgan and Urga across the Mongolian Desert. The Nanyuan flying school, which is located eight miles south of Peking on a large military parade ground, fully half a mile long and an eighth of a mile wide, was then re-opened. The Chinese began training there in earnest with modern training planes.

This was the first real attempt to put commercial aviation on its feet in China, and if the program could have been carried through there would now exist several commercial airlines in China. But as politics in China seem to interfere with so many activities, they interfered with the success of this venture, and in the Anfu trouble of 1920 the planes were taken by the different parties for military purposes and the Handley-Page materials ceased to be any longer a factor in the development of commercial aviation. The majority were carried off by General Chang Tso-lin and the few remaining ones were taken by General Wu Pei-fu. Those which General Chang took have never been used and have been as far as can be ascertained, allowed to deteriorate in packing boxes, not having been opened from the time they were packed in England. Some of the lighter Avro training planes, three or four in number, were returned to the central government. They were then overhauled and re-rigged and set up by the British mechanics of the Vickers Company pending the arrival of Vickers material which had been ordered. They were used for training at Nanyuan until the Vickers material was delivered, and later were turned over to General Wu Pei-fu who opened a school of military aeronautics at Paotingfu. General Wu Pei-fu last year secured the services of several pilots and mechanics trained at Nanyuan and Chingho, (a flying field recently developed about 5 miles north of Peking) and utilized them in assembling his Handley-Page machines. One of his planes was smashed beyond repair before it was ever flown. Another of these was successfully set up and was piloted by a Chinese student who had never flown in a larger machine than an Avro. He made a bad landing, the plane caught fire and fifteen passengers were burned to death. Another Handley-Page was successfully set up and flown by a Nanyuan student during the last Fengtien advance on Peking. It dropped bombs on the Fengtien troops and supply depots. In most cases the bombs proved to be duds. This plane is still in service and, with one or two Avros, constitutes General Wu's military aviation equipment so far as is definitely known, although I understand there is other material, including a French Spad.

In the most recent war, General Wu had the advantage of having with him a number of young ambitious flyers, all of whom were trained at Nanyuan, and some mechanics who knew how to take care of what little material he had. On the other hand, while General Chang Tso-lin had much more aviation material, he lacked flyers and trained men who understood the care of planes and engines.

Two years ago, another English concern, Vickers and Company, loaned the Chinese government about eight million dollars, local currency, with which to buy machines and aviation material from them. This material consisted of some 40 Vickers Vimy, commercial type, the same type as the plane which flew from Newfoundland to Ireland in 16 hours, 60 Avro training planes, and 40 Vimy instruction planes with a single Rolls-Royce pusher engine.

This material arrived in the spring and summer of 1921, and was to be used in developing extensive air lines covering all of China. Eight competent English mechanics, two test pilots and a technical adviser, Col. F. V. Holt of the Royal Air Force, were sent here. The Chinese aeronautical department, under the directorship of General Monkan K. Tinn, also requested the French and American governments to send expert instructors. As a result in the spring of 1921, China had at her disposal some \$5,000,000 worth of the latest training and commercial planes with sufficient money and material to continue the aeronautical school and to open up airlines in different parts of the country. They had a wealth of material in planes, mechanics, pilots. During the summer of 1921, twenty out of a class of 50 Chinese students were sent solo on Avro planes, this being the graduation test of the Chinese pilot.

For one reason or another, the Chinese government air service delayed making permanent arrangements, and permitted the Vickers contract to expire, thereby sending home to England at a crucial moment in the development of the air service all except two of the English mechanics. Thus the air department was left so shorthanded that the engineering department could not maintain the required standards. To make matters worse, in the engineering department, the pick of the Chinese mechanics who were trained in the school by the English mechanics, left the aeronautical department which was paying them about \$20 or \$30 a month, to accept similar positions, either

at Mukden or at Paoingfu, at much greater salaries, thereby draining the Central School of all of its competent Chinese mechanics in addition to the loss of the foreign mechanics. This condition still exists, and will exist until such time as the wages are raised for Chinese mechanics, or a new class is opened by the British mechanics, or more foreign mechanics are secured. No further aviation development can be accomplished because of the deplorable state to which the engineering section has fallen.

The flying staff of foreigners had been decreased so that in August, 1922, there remained two Englishmen and two Americans, pilot instructors, two English mechanics, viz., one engine and motor man and one storekeeper.

Col. Holt, the technical adviser, has returned to England. At the end of more than two years of endeavor to organize the aeronautical department on modern lines he was not at all satisfied with the result. The blame falls largely on politics which interfered at every turn with his efforts to put matters on a business basis.

In the Fall of 1921 the aeronautical department passed into the hands of General C. Y. Pao, who did his best to keep the air service separate and out of the hands of militarists. He has been more or less successful in this and has lost very little material to them. The only hope for commercial aviation in China lies in keeping separate the commercial and the military aviation sections in the government.

Last year, in the efforts to push forward an air line and start it successfully running, the aeronautical department opened up the first stage of the Peking-Shanghai air line, carrying passengers and mail and valuable cargoes to Tsinanfu, where the mail and passengers were picked up by the train and carried on to Shanghai. This began prematurely in the estimation of the writer and was unsuccessful chiefly because it was not a through trip. It is hoped that another attempt will be made to carry the line straight through to Shanghai, or to Hankow and Nanking.

Another line was attempted last year, and although started late in the season was resumed this year and carried through with success. This is the line from Peking to Peitaiho, running at week-ends only, leaving Peking on Friday afternoons and returning on Monday morning. The department also hopes later to open a line from Peking to Hankow and then to Nanking. This may possibly be running before the Peking-Shanghai line.

Rapid transportation by air, in a country which lacks both roads and railroads, has a future of unlimited possibilities, and great things may be expected from the air service if it is given a chance to function properly. - ASIATIC MOTOR.

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Ed. Note: The above article was prepared by Capt. Dolan prior to his departure for America. The subject matter is particularly interesting and valuable, inasmuch as the writer has had an unusual experience in aviation. He is one of the seven survivors of the original famous Esquadrielle Lafayette and had three years of combat flying in the war as a pilot in this squadron. When the United States entered the war he became an officer in the American air forces and because of his greater experience helped to direct the various American combat patrols. He combines the qualities of a pilot with those of an engineer, having studied at the Massachusetts Institute of Technology. Upon his return from France he entered the engineering department of the American Air Service and was for some time engineer officer at Carlstrom Field, Arcadia, Fla. He was also on duty in the Information Division, Office of the Chief of Air Service, Washington, D.C. He has done some work for the Sperry Gyroscope Company, and was at one time in charge of their works (aeronautical stabilizers) in Paris. He has been flying for eight years.

#### FORT BLISS AIRMEN TO ENGAGE IN FIELD TRAINING.

Permission has been given for the Air Service at Fort Bliss, Texas, to spend the month of June near Mongollon, New Mexico, engaged in field training. The Supply Train of the command is scheduled to leave Fort Bliss on June 3rd, and it is intended to have camp established on Willow Creek by June 8th. Full field equipment, airplanes, etc., will be taken and regular air service training carried on.

#### ARMY BALLOON TEAM SAILS FOR EUROPE

The Army Air Service balloon team, consisting of Major Norman W. Peek, pilot; 1st Lieut. Wm. A. Gray, aide, and 1st Lieut. Max F. Moyer, Alternate and Operations Officer, which is to represent the United States as one of the entries in the Gordon

Bennett International Balloon race at Brussels, Belgium, on June 15th, sailed from New York on May 28th on the S.S. PRESIDENT HARDING. This is the team which, starting from San Antonio, Texas, April 23rd last, in the National Elimination Balloon Race, broke all existing Army records for distance, when they landed at St. Angars, Iowa, on May 25th, after having covered 1021 miles airline.

In view of the fact that for the Gordon Bennett Race they are to have a balloon weighing approximately 425 pounds less than the one used in the National Elimination Race, they should make a considerably greater distance, with a possibility that they may break the International record of 1896 miles. The balloon being used embodies all of the latest features in lighter-than-air craft design and was especially constructed for racing purposes.

The experience gained in previous flights of this nature has been taken advantage of, and every precaution has been taken to provide for the comfort and safety of the crew. Pontoons are provided in case of landing in water. Concentrated food and quantities of water will be carried for emergency rations in case a landing should be made in an uninhabited district. For the first time in the history of this great Air Classic, parachutes will be worn by each member of the Air Service team, as an added measure of precaution. Every possible measure has been taken to insure the winning of the International Race by the United States.

The pilots selected have all had years of experience in piloting balloons. Major Peek is in charge of the construction of the Army's new semi-rigid airship now being built at the plant of the Goodyear Tire and Rubber Company, Akron, Ohio. Lieut. Gray is an instructor at the Balloon and Airship School, Scott Field, Ill. Lieut. Moyer is District Manager of Balloon and Airship Production for the Army Air Service at Akron, Ohio.

For the past two years the Gordon Bennett Race was won by Captain Ernest DeMuyter of the Belgian Army. Under the rules for which the Gordon Bennett cup is competed, the country winning the race for three consecutive years retains permanent possession of the cup. There is, therefore, added reason for the determination of the United States team to win this year. In the event an American team wins this year, the race will be held in this country next year.

The question is often asked by the uninitiated as to what is to be gained from free balloon contests of this nature, inasmuch as free balloons in themselves have no military value. The answer is that free balloon training is the basic training for pilots of all types of lighter-than-air craft. When the motors of an airship, such as the Shenandoah, cease to function the ship becomes a free balloon and very often, especially on the smaller types of airships a thorough knowledge of free ballooning has saved an airship from destruction. Then, too, in order to successfully pilot a free balloon one must have a thorough knowledge of meteorology in order to take advantage of the best air currents and to avoid storms. This knowledge is invaluable in the piloting of any type of aircraft.

In addition to these reasons, there is the more popular reason that free ballooning is undoubtedly the greatest sport in the world. And so it is that each year the United States sends three teams to compete in this great air classic.

In addition to the three teams from the United States, teams from England, France, Belgium, Switzerland, Italy and Spain will compete for honors.

#### WE HEAR AGAIN FROM CRISSY FIELD.

Welcome back, Crissy Field! We had begun to wonder, using the words of one of our readers who had made anxious inquiry about Shinoot Field, "whether you had crashed or sumethin'." The contribution this time from the field located near the Golden Gate City, commonly called "Frisco", is of an entirely different character from those heretofore received. The author is the same guilty party who has been responsible for causing many a laugh on the part of readers of the NEWS LETTER in the past over the adventures of "Ed". And now we are going to let you in on a dark secret. The author of all this laugh-producing literature is none other than 1st Lieut. Carl F. Greene, Air Service, stationed at Crissy Field.

We do not know whether our readers will prefer Lieut. Green's latest theme, entitled "Dampschiffe and Luftzug" to that in his former contributions wherein he pictured his hero in a character similar to that of Ring Landner's famous Jack Keefe, pitcher extraordinary, formerly with Kid Gleason's White Sox but now with the New York Yanks. Personally, we enjoy all of Lieut. Greene's literary contributions, but we have grown so fond of his hero - "Buck Private Ed Stock" - that we hope, in the event "ED" has been discharged from the service, he will "re-up" that we will hear about him again in the not distant future.

Lieut. Greens' latest goes as follows:

DAMPSCIFFE AND LUFTZUG

(with apologies to Montague Glass).

Sam Fishkind backed the newly painted Mormon roadster, vintage of 1919, across the Golden Gate Avenue sidewalk and into the garage salesroom of the "California - America Auto Exchange", Dampschiffe and Luftzug, proprietors. As he brought the car to a stop between two other re-juvenated bargains the office door in the rear opened and the portly form of Herman Dampfschiffe, senior pardner and sales manager of the firm bore down upon him, watch in hand.

"Nu Fishkind and since when do you got to take all morning to lose on us a good prospect?"

"What do you mean a good prospect" cried Fishkind. "All the prospect what you got was the report that Lieutenant Benton at Crissy Field would quick be in the market for a new car - and when I get out there I find the only basis for this report y'understand is the fact that the other night he was seen going into another house carrying a box of poker chips. Anyway what for kind of a car is a big roadster to try and sell to one of them Air Service officers".

"Say looky here Sam" retorted Dampschiffe warmly "Since before the war already and up to 1920 I had the same job what you got, selling oitermobiles in the Presidio and believe me them pilots at Crissy Field wouldn't look at nothing that wasn't positively filled with horse-power und schreckligheit. Brakes and seats was nix - the fewer the better -"

"Nineteen twenty" broke in Fishkind "is schon four years vorbei Mr. Dampschiffe and the oitermobiles them fellers at Crissy Field drives now days is a totally different proposition from the verdante bear-cats and go-devils which they used to buy it. The only thing that is practically unchanged y'understand is the passenger-mileage output, which it figures up just the same if a feller steps out with one of them wild women at sixty miles an hour oder drives with his wife and two children, Gott sei dank, at twenty miles an hour. The only difference is the kind of a car which they got to have for the job and believe me the same identical feller that used to get his car all filled up with cigarette ashes and busted hair pins und Gott weiss wass noch back in nineteen eighteen is now days sweeping out animal crackers and looking down behind the seats for the ignition key which the kids hid on him."

"S'nough" snorted Herman flapping his hands "I got no time listening to lectures about how them Air Service loafers has quit raising hell and started raising families. If you can sell oitermobiles Fishkind, it is by me nix whether you work on a basis of vital statistics oder mean annual rainfall but believe me when you try to persuade a guy that has maybe one or two children he should trade his four passenger car for a seven passenger sedan mit baby carrier and ice box attached, on the strength of what you might call his normal domestic expectancy, the least you could expect, Fishkind, would be a good substantial schlag on the nose oder a couple blue eyes."

"Did I say anything to Lieutenant Barnett he should ought to have more kids!" cried Fishkind. "All I said was 'Well, Lieutenant, maybe some day you will need it a bigger car' and right away the big schlemiel throws me down the steps."

"Sure I know", said Herman soothingly, "but you got to make allowances for the mental strain on them poor fellers that went through that epidemic of new babies at Crissy Field last year and I could assure you for a fact Sam the Finance Officer at Fort Mason told me it got so serious that it was impossible to get the pay vouchers from Crissy Field in ahead of time on account none of them pilots was positively certain until the last day of the month, y'understand, how many dependents he should ought to put down on the voucher."

"Anyway Sam, y'got to watch out for arguments mit them customers out in the Presidio because although you can easy get in dutch arguing down at Crissy Field about any subject connected with gasolene, y'understand, you could just as quick get in trouble over in the infantry, mixing in technical arguments about bunions or whatever the fuzszoldaten got uppermost on their minds".

"I know about all them swell theories which you got it, Mr. Dampfschiffe", replied Sam impatiently, "but what are you going to do when you go out to Crissy Field with a classy A number one newly painted closed job, good tires, swell upholstery, everything betteras new, y'understand, including cigar lighter, windshield cleaner and all them verdante accessories which is supposed to knock the customer dead, or

anyway insensible and when you get out there does any of them pilots listen even to any of them elegant selling points?" Oser a Stück.

"Right away Lieutenant Miller is called in and he gives a gemeiner look in the engine and says 'It sounds like a couple t'ousants back lash in the timing gears and anyway you would be lucky to get back to the store even, on account of the terrible amount of reciprocating motion which you got it in the pistons'.

"Then along comes Lieutenant Taylor the photographic officer and says the head light lenses is too panchromatic or something and if that aint enough they call Captain Beeson, the flight doctor, in consultation and he positively disqualifies the oitermobile entirely on account of high oil pressure. I should keep out of arguments - Apfel sauce!"

"You got a right to use your head Sam" replied Dampschiffe. "Oitermobiles is oitermobiles and there is always room for argument, but mit customers like airplane pilots I found out schon lang already there is an argument which I could assure you they would just as soon lose a leg and an arm or the sight of both eyes before they would so much as raise a finger in denial".

"I got to hear it first" said Fishkind dubiously.

"All you got to do Sam" assured Dampschiffe, "is to start out on the customer by telling him he should ought to buy this here oitermobile on account everybody says he's the best pilot in the United States, and you couldn't give him the fountain pen and find him the dotted line quick enough".

#### LIEUT. MAUGHAN AGAIN TO ATTEMPT DAWN TO DUSK FLIGHT

Lieut. Russell L. Maughan, Army Air Service speed pilot, is now making necessary preparations to insure the success of his pet ambition - a flight across the American continent from New York to San Francisco between sunrise and sunset.

In all probability the flight will be attempted during the latter part of this month when the days are the longest of the year. In his two attempts last year mechanical difficulties robbed him of the fruits of victory. On his first flight he got as far as St. Joseph, Mo., and on his second, Rock Springs, Wyoming, a distance from Mitchel Field, N.Y., of 1911 miles - the longest one-man flight thus far made by daylight.

With the lessons learned from his two attempts last year, Lieut. Maughan has high hopes of success in his next attempt. The route of the flight will be the same as last year - Mitchel Field, N.Y. to Dayton, Ohio, 570 miles; to St. Joseph, Mo., 570 miles; to Cheyenne, Wyo., 540 miles; to Salduro, Utah, 470 miles; to Crissy Field, Presidio of San Francisco, Calif., 420 miles, total distance 2540 miles.

The airplane to be used by Lieut. Maughan in his race against the sun will be of the same type as the one used by him last year, the Curtiss Pursuit plane (P.W.-8). The engine will also be of the same type, the Curtiss D-12, except that it will be of lower compression, this for the reason that a lower compression engine is less high strung and therefore probably more reliable. The difference in power between a high and low compression type, as developed in tests, is in the neighborhood of only 15 horsepower, while as to speed the high compression engine delivered only three miles per hour more at sea level than the low compression type.

In the official report on the second flight last year, the following comment is made with reference to the failure of the engine due to two cracked cylinders:

"Due to the fact that the cylinders of both the right and the left banks cracked, it is believed that -

- a. The motor was either slightly out of line, or
- b. The tops of the motor were screwed down too tightly.

The failure of the flight will of course be credited to the motor, but when the whole motor performance is considered, its performance is truly remarkable. Roughly, this performance is as follows:

85 hours starting and test work previous to preparation for flight.

10 hours Dayton to New York.

5 hours Test work.

10 hours New York to St. Joseph, Mo.

10 hours St. Joseph, Mo. to New York.

6 hours Test.

14 hours New York to Rock Springs.

140 hours - Total.

Of the above 140 hours, at least 45 hours had been at full throttle, and during this entire performance the motor has received but a top overhaul.

In view of the above, it is believed that this flight is entirely possible with this airplane, providing a new motor is installed at the beginning of the flight. The time element was proved feasible as the flight was within 700 miles of completion and there were still 5 hours of daylight."

Commenting on the physical condition of the pilot, it is stated that the strain on the pilot is not in excess of what had been expected, as the end of the flight at Rock Springs found the pilot with a headache and tired, but still in condition to continue on to San Francisco had the motor held up. It should be stated, however, that from Indianapolis to Rock Springs, Lt. Maughan was ill at frequent intervals due to the exhaust fumes from the motor. Long exhaust manifolds have been installed on the plane to obviate a recurrence of this trouble.

Orders have already been requested for the following civilian airplane mechanics to proceed to the various stopping points on the route of the flight for the purpose of servicing the plane and making necessary repairs upon its arrival:

M.D. McDaniel and J.T. King to St. Joseph Mo; H. Barb and G.W. Haschkie to Cheyenne, Wyoming; P.R. Gruhler to Salduro, Utah; W.L. Penn to McCook Field; O.E. Stutsman, now on temporary duty at the Curtiss factory, to Salduro, Utah, thence to Crissy Field for the purpose of preparing the plane for the return flight, thence to Salduro, Utah, and return to McCook Field.

It is hoped that the good Dame Fortune who smiled upon Lieuts. Kelly and Macready on their non-stop flight across the American continent after two previous failures, will bestow equal partiality to Lieut. Maughan and that his third attempt to reach the Pacific coast before sunset will be crowned with success.

The Curtiss Pursuit ship has traveled under actual test at a speed of 160 miles an hour. It is contended, however, that when equipped with a highspeed propeller the plane should better this mark considerably. The weight of the plane empty is 1879 pounds, loaded 2784 pounds; overall length, 22 feet, 10 in.; height 8 feet, 8 inches; wing span, 32 feet; positive stagger of wings, 34 inches; chord of upper wing, 5 feet; chord of lower wing, 4 feet; gap, 4 feet, 7 inches; total wing area, 265.3 square feet. Landing speed is 61.5 miles per hour; 86 gallons of gasoline can be carried, which gives a cruising radius extending well over two hours required for pursuit ships. In Lieut. Maughan's ship, certain armament and equipment were removed and extra gas tanks installed to make up this weight, thus increasing the fuel capacity of the plane to 167 gallons of gas and 9½ gallons of oil.

The construction is an all-metal one with plywood wings. The design is directly patterned upon the Curtiss R-6 Racing Planes in which all World's speed records were broken by the Army Air Service in 1922. Since this ship was planned for military pursuit purposes, however, the speed has been somewhat sacrificed for lifting qualities, as extremely high efficiency is desired at 15,000 feet. One of the novel features of the biplane, adopted from the Racers, is the wing radiator. The water is pumped through small grooves of sheet metal which forms a covering for the wings and is returned cooled to the motor. This grooved covering is divided into sections, any one of which may be cut off from the others by a convenient cock without harm to the system other than the loss of water in that particular section. This lessens the danger to the ship should the wing be punctured by bullets. To heat the water and oil when starting in cold weather, there is a compartment into which the water may be by-passed directly back to the engine. Thus water and oil are almost instantaneously heated. When started, a turn of the valve throws the water back into the radiator and the oil is kept at constant temperature. The landing gear axle hubs have shock absorbers on all sides and the lifted axle is used to permit landing on rough terrain with the least possible risk. Cockpit and wings are arranged for the greatest possible visibility. The instruments are placed in a metallic board on the right side of where they are out of the way, except the compass, which is braced from the floor forward of the stick. The extra room in the front of the fuselage can be utilized for ammunition or maps.

#### AIRPLANE DEAFNESS ✓

In an article written by Captain Verner T. Scott, Flight Surgeon at Wheeler Field, H.T., on the above subject, he states that airplane deafness is a temporary condition caused by the explosions of an airplane motor and occurs when flights are of one hour's duration or longer and lasts from one to several hours, depending upon the length of the flight. That airplane deafness is a temporary condition is due to two factors - the comparative shortness of exposure to the motor explosions and to the partial protection afforded the auditory apparatus

that they will be confronted with such wretched weather conditions which they encountered in Alaska and which delayed them at practically every stopping point in the northern region. Their flight through the Third Division, from Shanghai, China, to Allahabad, India, the starting point of the Fourth Division, embraces a total of approximately 4,725 miles, the following being the itinerary:

Shanghai to Amoy, China, 555 miles; to Hong Kong, China, 300 miles; to Haiphong, Tourane and Saigon, in French Indo-China, 500, 395 and 530 miles, respectively; to Bangkok, Siam, 675 miles; to Rangoon and Akyab, Burma, 450 and 445 miles, respectively; to Calcutta and Allahabad, India, 400 and 475 miles, respectively. It will be noted that the longest "hop" in this division is the 675 miles from Bangkok, to Rangoon.

With the most difficult part of their journey now behind them, that is to say, the flight over the Northern Pacific to Japan, it would appear that the Army flyers are almost assured of successfully navigating the globe by air. The French aviator, Georges Pelletier Doisy, who started sometime ago on a long aerial journey from Paris to Tokyo, and is at this writing at Taiku, Korea, experienced practically no difficulty in negotiating the route which now confronts the American airmen, so it is reasonable to assume that, having already demonstrated their extraordinary ability to pilot an airplane over long distances under the most adverse weather conditions, they should, barring accidents, reach the northwestern coast of Europe in good time.

The world flyers remained at Tokyo from May 22nd to June 1st, during which time their planes were given a general overhauling and the engines and pontoons changed. At 6:10 a.m. June 1st, they left for Kushimoto, Japan, a distance of 360 miles, and arrived there in a heavy rain at 10:30 a.m., the distance being covered in 4 hours and 20 minutes.

Kogoshima, the last stopping point in Japan, was reached at 7:02 p.m., June 2nd, after a flight of 6 hours and 12 minutes. The American aviators waved farewell to Japan on the morning of June 4th when they took off for Asiatic mainland, that is to say, two of the flyers (Lieuts. Wade and Nelson) took off, Lieut. Lowell H. Smith, the flight commander, being unable to do so because of engine trouble. The latter and Lieut. Leslie P. Arnold spent the entire day making necessary repairs and left the following day.

Lieuts. Wade and Nelson were warmly welcomed at Shanghai. Newspaper reports state that Shanghai, fully realizing the historical significance of the first flight across the Pacific Ocean, shut up shop and went down the river six miles to the landing point in house boats, sampans, launches, tenders and junks. The river banks were lined with crowds for miles. The two planes made perfect landings near the landing buoys and were immediately met by an American welcoming party. The airmen were given a luncheon and an address of welcome was delivered by the Mayor of the city. Others welcoming the party were the British and Japanese consuls and two Chinese Commissioners, representing the Chinese Government. Lieut. Nelson, in a brief acknowledgement of the greetings, stated that the trip across the China Sea was the most perfect of all the hops and that the landing arrangements were the best experienced since leaving California. The reports further state that the American and Chinese communities were outdoing themselves in entertaining the daring Americans.

Lieut. Smith with Lieut. Arnold left Kogoshima at 6:10 a.m. on the morning of June 5th, and at 12:10 p.m. reached Shanghai, when they rejoined their companions. Reports state that the flight leader experienced clear weather during the trip across the China Sea.

Major Frederick L. Martin, who is now in Washington and looking none the worse after his harrowing experience in the wild regions of Alaska, requested, after a conference with the Secretary of War and the Chief of Air Service, that Lieut. Lowell H. Smith continue in command of the round the world flight. A plan had been seriously considered by the War Department to send Major Martin with a new plane to Europe to rejoin the flight and command it during the trip across the Atlantic. Major Martin explained his attitude in a letter to the Chief of Air Service, under date of June 3rd, as follows:

"My dear General Patrick:

I am very grateful to you for your continued confidence in me and for your telling me of your willingness to have me resume my place as commander of the World Flight.

It was discussed with you before we started, and it was agreed that if any of us had to fall out, the flight would nevertheless go on. The success of this great undertaking is the essential thing and not the wishes or desires of any of the fliers.

It was my misfortune to meet with an accident and since then Lt. Smith has had to carry on. The responsibility for a perilous part of the journey has rested on him and he has borne himself well.

While there is nothing I should like better than to rejoin the flight and again take command, by that time a considerable part of it will have been accomplished without me.

In fairness to Lt. Smith, who succeeded me in command, I think he should so continue and himself bring the flight back to the United States.

I, therefore, request Lt. Smith be notified that from now on he will be in full charge. I wish him all success in his conduct of the remainder of the flight around the world, and I hope to join in welcoming him and the other fliers when the flight is ended."

The Chief of Air Service received the following letter from Major K. Kumagai, Acting Military Attache of the Japanese Embassy, under date of May 22nd:

"I am very glad to hear that your brave world flyers have succeeded in arriving at my home land, notwithstanding bad weather and a long dangerous course. The flight between Attu and Kashiwabara especially commands admiration.

I heartily congratulate you upon their success, and I extend my best wishes for the success of the remainder of their flight."

In a letter of May 28th to Rear Admiral Frederick C. Billard, Commandant of the Coast Guard, the Chief of Air Service expressed his sincere appreciation and thanks for the splendid cooperation and assistance rendered by the Coast Guard to the Army Flight, stating that the crossing of the Pacific could not have been effected at the time without the assistance of the Coast Guard; that in turning over to us entirely the Coast Guard Cutters HAIDA and ALGONQUIN to convoy the airplanes across the Pacific and distribute supplies, it was realized that the Bering Sea Patrol program had to be materially modified; that all of the Coast Guard personnel assigned to this mission showed a personal interest in the matter and took great pride in the success of the flight; that whenever an emergency arose they cooperated to the full extent of their ability, thus enabling the world flyers to carry on in the face of apparently insurmountable barriers. In conclusion, the Chief of Air Service stated: "In recording one of the most interesting and thrilling aeronautical exploits of contemporary history, your well organized and efficient force, both in your Headquarters and in the Bering Sea Patrol, have played a major part, and upon behalf of the World Flight and the Army Air Service, I wish to convey to you not only my deepest thanks, but my congratulations upon the successful accomplishment of this flight which you have made possible. Will you kindly do me the favor of personally expressing my gratitude and congratulations to your Headquarters force, to the officers and men connected with the Bering Sea Patrol and such other members of your organization as have cooperated in this enterprise."

#### NOTES FROM AIR SERVICE FIELDS.

Kelly Field, San Antonio, Texas, April 26.

#### THIRD ATTACK GROUP

HEADQUARTERS THIRD ATTACK GROUP: When the last balloon entered in the National Elimination Balloon Race was turned loose at 5:51 P.M., April 23rd, a busy week for the Third Attack Group was brought to a conclusion. The Group had been busy all week completing arrangements to service the balloons and handle a crowd of sixty-five thousand spectators who were present throughout the day.

In the aerial demonstration which preceded the start of the balloon race, Capt. L. L. Harvey took second place in the NBS1 race and Lt. L.S. Andrews was second in the DH4B race.

In the DH4B race, the Group was about evenly divided in picking either Lt. Andrews or Lt. Smith as the winner, and backed their choice to the limit. Brooks Field, however, rung in a dark horse in the person of Lt. Hez McClellan who nosed Lt. Andrews out of the money. Lt. McClellan's time was 17 minutes 32 4/5 seconds; Lt. Andrews, 17 minutes, 51 seconds.

EIGHTH ATTACK SQUADRON: Flying within this organization during the past week was limited to participation in an Aerial Review on April 23rd, and a few test flights. The majority of the enlisted personnel of the hangars were detailed on duty at the Balloon Field at Kelly Field #1, and it was not possible to carry out the prescribed flying operations.

TWENTY-SIXTH ATTACK SQUADRON: Lt. Kimble returned to Kelly Field on April 21st from a cross-country flight to Fairfield, Ohio. A plane reconditioned for the use of Lt. J. B. Carroll, who was on duty with the National Guard at Kansas City, Missouri, was flown to that place by Lt. Kimble and upon arrival there was turned over to Lt. Carroll. From Kansas City, Lt. Kimble proceeded by rail to Fairfield, Ohio, where he received a plane to be used on the Airways Control system from Kelly Field to St. Louis, Mo. During the flight no trouble of any kind was encountered, and the return flight was also successful. Lt. Kimble returned to Kelly Field in time to participate in the Aerial Demonstration during the Fiesta of San Jacinto, on April 23rd, in connection with the National Balloon Races held here on that date.

SIXTIETH SERVICE SQUADRON: Airways plane #63853 piloted by Lt. C. M. Robinson, 3rd Attack Group, left this field on scheduled time Monday morning, April 21. Private Dickson, 90th Attack Squadron, was the passenger. Lt. McBlane, pilot, and Corp. Cummings mechanic, of Post Field, Oklahoma, arrived at this field in a DeHaviland plane at 2:10 p.m., April 22nd. They took off at 9:30 a.m. the 24th, for their home station.

Lt. Heisen, of Aberdeen Proving Grounds, Md., accompanied by Pvt. Pelton, mechanic, who arrived at this field April 19th, left at 10:50 a.m. the 24th, en route to Washington, D. C.

NINETIETH ATTACK SQUADRON: Very little training and operations took place the past week due to preparations made for the Heavier-than-Air Races and National Balloon Race held at this station on April 23rd.

After only a short period of preparation, this organization made a favorable showing in the Heavier-than-Air contests preliminary to the National Balloon Race. Lt. L. S. Andrews, piloting a DH4B Airplane, remodeled by the Engineering Department of this organization, made the three laps of the fifteen mile course in 17 minutes and 51 seconds, or at a rate of 148.18 miles per hour. It is maintained that the ship of this organization has the speed of the Brooks Field Ship. Due credit is given to the pilot thereof for not traveling more than the outlined forty-five miles course. Incidentally, barrack room rumors have it that as a result of misplaced judgment - and money - certain more or less sporting elements whose favorite color for an airplane is yellow, are contemplating eating beans this month. Also, that money and good automobiles against GI cans and mess kits, maintain that No. 2 will hit a "natural" when arrayed against anything trimmed in yellow.

In addition to entering a contestant in the race mentioned above, this organization furnished a three-plane formation for the aerial review, which was very impressive and the subject of many favorable comments by spectators. It is believed that such reviews, and more especially battle formations such as were furnished by the Group, will do much toward impressing upon the minds of the public the potentiality of a strong air force, and the importance of keeping up our air service in peace time.

#### 10TH SCHOOL GROUP

FORTIETH SCHOOL SQUADRON: The three Martin Bombers used in the Airplane Races at this Field on April 23rd, and which were furnished by this Squadron, showed a high standard of efficiency, and preparation, inasmuch as the average speed per mile for each airplane broke the world's record (unofficially) for that particular type airplane. Our Engineering Officer, Lt. Dwight J. Canfield, who was the proud winner of the Martin Bomber race, was very well pleased with the result of the race.

The Squadron Base Ball Team won a double-header last week, defeating Joske Bros., in the morning, and a team from Brooks Field in the afternoon.

FORTY-FIRST SCHOOL SQUADRON: In addition to routine flying and hangar work this organization was very busy during the week in preparation for its part in the National Balloon Races, Local Airplane Races and Aerial Review on April 23rd.

Several elimination races of airplanes of the 10th School Group disclosed the fact that DeHaviland 4B #43 of this organization was the fastest plane of

its type in the Group, and it was immediately decided that this plane should be the 10th School Group's entrant for the DeHaviland 4B Race. Staff Sergeant Hartley, Chief Rigger for the 41st Squadron, was assigned the work of rigging the plane and Mr. Johnson of the 10th Group Motor Overhaul was assigned the work of preparing the engine to be used. These mechanics and assistants, with 1st Lt. R. D. Biggs who piloted the plane, spent several days hard work on plane and engine and the plane was pushed into its hangar on the afternoon of the 22nd ready for its work. The hour for the take-off of our plane saw it rise gracefully to the air carrying with it the highest hopes of the personnel of the 10th Group, and especially of the 41st Squadron. During the race it looked as though #43 was doing a little more than holding its own as the huge DeHavilands raced around the fifteen-mile course, but the time-keepers' watches soon shattered our hopes for immediately after the races were over the decisions of the judges as announced gave plane #43 a tight third.

Fourteen DeHavilands were furnished by this Squadron for the aerial review at 3:30 p.m., thus completing our share in the circus.

Kelly Field, San Antonio, Texas, May 3rd.

FORTY-THIRD SCHOOL SQUADRON: The Squadron took part in the regular night flying carried on each month by the School Group.

During the past week the Squadron was exceptionally busy grooming several ships for the races of April 23rd. Everybody thought, talked and worked in terms of streamline, incidence and dihedral. It was really surprising, however, to note with what ease all evidences of overwork were brushed aside by the victories that came our way. Of the planes worked on by the Squadron, the Sperry piloted by Lt. Finn took 1st prize, the SE-5 piloted by Lt. Griffith tied for 1st prize, and the MB-3M piloted by Lt. Maughan, took second prize.

Since flying now begins at 6:30 a.m. with reveille at 5:15, this Squadron has found it necessary to have an additional meal at 9:00 o'clock. It is needless to add that the 9:00 a.m. meal is the most popular of them all.

FLYING CADET DETACHMENT: The Flying Cadet Detachment just received reinforcements from Brooks Field, and now boasts of 54 ration destroyers on its monthly roster.

First fatality in the Detachment this season happened when Cadet McCully was killed in an airplane crash while doing night flying. It would appear that this is the first accident of its kind that ever happened at Kelly Field.

Considerable flying is being done by the Cadets. Section "A" tackled their cross country work, with Section "B" getting along well in their second solo stage. Practically all the men in Section "C" have soloed, and Section "D" men are being initiated in the art of properly taking care of a flock of controls and instruments. It is hoped that there are an abundance of shock absorber cord on hand, and that the doughnut supply shows no signs of exhaustion.

One of the new men was heard to remark that the DH seemed to have a sense of humor like a bill collector. It is thought that the embryo pilot attempted to get familiar with the ship, and apparently found that the old joy stick loaded with slips and skids, kangaroo hops and ground loops.

#### THIRD ATTACK GROUP

It has been heard with regret that Colonel Sayles, Q.M.C., has been ordered to New York. Colonel Sayles, who has many friends in the Group, has always been enthusiastic about flying and has made numerous cross-country flights with Group pilots.

The Group has gained a staunch friend in the person of Chaplain Crosby who was recently assigned to this station. His striking personality has already gained for him many friends and admirers throughout the command.

EIGHTH ATTACK SQUADRON: Flying within this organization during the past week was limited to training in attack and tactical exercises and cross-country and a few test flights.

Lt. D. W. Goodrich left on the Model Airways to Scott Field, Monday at 8:00 a.m. and while returning to Kelly Field was forced down at Pleasanton, Mo., on account of weather conditions. After a few hours' delay he continued the flight to Scott Field and returned to Kelly on scheduled time.

The target season for this squadron opened on April 30th and every effort is being made to have the men of the organization qualify. It is evident that the scores of last season will be bettered from the showing the men are making in the preliminary tryouts.

Flights of an experimental nature are being made daily to test different machine gun installations and equipment as are needed in the attack work. Both front and tourelle guns are being used in these experiments by Lt. Zettel, the Group Armament Officer, and some improvements will no doubt be made on both types of guns.

TWENTY-SIXTH ATTACK SQUADRON: During the past week this organization participated in formations for bombing practice and aerial gunnery on the Camp Stanley range.

On April 30th, all personnel of this squadron, including special duty men, participated in a dismounted Wing review. Major Beuret of the Inspector General's Department made a tactical inspection of the organizations assembled on the field for that purpose.

Staff Sergeant Charles Breguglia, who was on detached service in charge of the airdrome at Ft. Clark, Texas, returned to Kelly Field and was appointed First Sgt. of the organization, relieving 1st Sgt. G.O. Marsh, who reverted to the grade of Staff Sgt. and is now at Ft. Clark in charge of the airdrome at that place.

THIRTEENTH ATTACK SQUADRON: The Squadron turned out in full force on April 30th for a review and inspection. During the past week two flights were made for the purpose of testing service equipment on planes of this squadron. Planes were equipped with the full quota of synchronized and tourelle guns and firing was carried on the range West of Kelly Field.

#### Luke Field, H.T., May 7th.

Flying activities at Luke Field, Hawaii, consisted mostly of Camera Obscura, Aerial Gunnery, and Tactical Maneuvers, in which all the Squadrons participated. The results obtained were very satisfactory.

Two Post Exchange trips to Wheeler Field were conducted during the week by the 65th Service Squadron and the 23rd Bombardment Squadron.

The 6th Pursuit Squadron conducted a reconnaissance flight over Fort Kamehameha for the installation of Harbor Targets.

Formation maneuvers, conducted by the 72nd Bombardment Squadron, were flown on May 1st, with a great deal of success. The type of plane used was the Martin Bomber.

The 72nd and 23rd Bombardment Squadrons carried out several Radio Missions during the week.

A combined gunnery and radio mission was carried out on April 30th, by the 6th Pursuit Squadron using D.H. 4 planes.

The 65th Service Squadron participated in a Photo Mission during the week.

The flight Surgeon of Luke Field conducted a test and observation of the Pilots of the 6th Pursuit Squadron.

All of the Squadrons on the field carried out several test flights of planes, new Motors and Plane rigging.

The two pursuit squadrons on the field, the 19th and 6th, carried out two Ferry Department Missions during the week ending May 1st.

Two bombing missions were carried out by the 6th Pursuit Squadron and the 72nd Bombardment Squadron.

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A Bible Class was held for service men at 9:30 A.M. Sunday Morning. Morning service was held at 10:30 A.M., with Chaplain E. H. Branham in charge of both services. An evening service was also held for service men at 6:00 P.M. which was conducted by Mr. Taylor of the A. and N. Y.M.C.A. of Honolulu.

The Luke Field nine opened the Local Sector League with a win over Fort Armstrong by the score of 21 to 5. The game was merely batting practice for the fliers, as the Armstrong boys were outclassed from the start.

In the first of a series of Inter-Post tennis matches between the Officers of the various Cantonments, Lieuts. House and Eubank of Luke Field fell before the racquets of Major Wilson and Lieut. Williams of the Hawaiian C.A.C. District. A heavy wind blowing across the courts during the whole match prevented the contestants from using their favorite strokes and consequently both sides were at a distinct disadvantage. A return match will be played between the same players.

Swimming instructors were appointed at Luke Field to teach enlisted men who do not know how to swim. This precaution is being taken to avoid fatalities.

San Antonio Air Intermediate Depot, Kelly Field, Texas, May 9th

On April 23rd Lieut. Edward M. Powers, test pilot for the Engineering Department at this Depot, flying an MB-3-A plane in the races preliminary to the start of the balloon race, attained a speed of 174.7 miles per hour. This speed, it is believed establishes a world's record for this type of plane.

The seven balloons entered in the National Elimination Race used the facilities of this Depot, placed at their disposal by the Commanding Officer. Cheered by thousands, assembled to see the start of the great race, the seven pilots left with the huge bags soon after 5 o'clock on the afternoon of April 23rd.

In the MB-3-A race, Lieut. Ivan G. Moorman, flying his ship at an average speed of 158.8 miles per hour, covered the 45 miles of his course in 17 minutes, 12-3/5 seconds.

On April 23rd, the day of the start of the balloon race, Mrs. Dorwin Lackland, Major Lackland's mother, entertained about 26 guests at her quarters with a buffet luncheon. Among those present were Lieut. and Mrs. Paul Prentiss, Mrs. Willis R. Taylor, Mrs. Fred E. Woodward, Mrs. John H. Jouett, Mrs. Frederick I. Patrick and Lieut. and Mrs. Felix Parsons of Brooks Field; Mrs. Ryden of New York, mother of Mrs. Woodward and Mrs. Parsons, mother of Lieut. Parsons; Lieut. and Mrs. Charles E. Branshaw of this station; Major and Mrs. John Hodges and their son, Jack, of Fort Sam Houston, Texas, and Mr and Mrs. Nat Washer of San Antonio.

On April 29th, Mrs. Lackland, gave a dinner in honor of Mrs. A. C. Balenger of Washington, D.C., mother of Mrs. Kenneth C. McGregor, the wife of Lieut. McGregor. Lieut. and Mrs. McGregor, Mrs. Bruce N. Martin of Syracuse, New York, Lieut. Richard T. Alsworth, Lieut. and Mrs. Charles E. Branshaw and Lieut. and Mrs. Lewis A. Dayton, came in and a delightful evening was passed by the guests, playing Bridge and Mah Jongg.

Doctor and Mrs. Giles and family of Dallas, Texas, are visiting Lieut. and Mrs. Barney M. Giles.

Orders were received transferring Lieut. Charles E. Branshaw to Brooks Field and Lieut. Kenneth C. McGregor and Barney M. Giles to Kelly Field. Advice was received of an expected transfer of Lieut. Edward M. Powers to the Hawaiian Department.

Special Orders were received transferring Lieut. Richard T. Alsworth from Kelly Field, Lieut. Clements McMullen from Brooks Field, and Lieut. John M. Clark from the Panama Canal Department to this Station.

Lieut. Frederick Kenney, Cost Officer in the Field Service Section, Fairfield Ohio, Air Intermediate Depot, has been here several days studying the features of the Cost Accounting System and their relations to Supply, Engineering, Inspection and the various administrative activities of the Post. He held several conferences with interested Supply, Engineer and Cost Officers from Brooks Field, Kelly Field, and this Depot. These conferences were of great interest to all who had the privilege of being present.

On the evening of April 29th, the officers and ladies of the post gathered informally at the Officers' Club and played Bridge and Mah Jongg. Light refreshments were served. The club will be formally opened May 9th, from 4:00 P.M. to 7:00 P.M., with a tea. It is expected that between 300 and 400 guests will be present.

Mrs. J. T. Anderson of Merkle, Texas, and Mrs. H. A. Reding of Abilene, Texas, the mother and the aunt of Mrs. Lewis A. Dayton, are house guests for several days of Lieut. and Mrs. Lewis A. Dayton.

Lieut. Charles E. Branshaw, Engineer Officer, was a member of the committee on ground exhibits in connection with the Balloon Elimination Race exercises held here on April 23rd. He prepared a display from the Engineering Department consisting of the various types of airplanes, engines, propellers, and wings. Thousands viewed the exhibit with great interest.

Messrs. Christenson and Bussey, from the Engineering Department of McCook Field, spent a week visiting the Engineering Department of this Depot studying the methods and practices, used here in repairing and overhauling airplanes and engines. They left here April 22nd for a similar study at Rockwell Field, California.

Brooks Field, San Antonio, Texas, May 19th.

Cross-country training flights for the week-end included the following:- 2nd Lieut. Townsend Griffiss and Private J. Y. Parsons to Muskogee, Okla. and return; 1st Lieut. Thomas Brooks and Sergeant Mitchel to Eagle Pass, Texas, and return; Sergeant Wm. A. Winston and Private Burton M. Hovey to Corpus Christi, Texas and return; 2nd Lieut. Harlan T. McCormick to Ft. Sill, Okla. and return; Staff Sergeant Geo. C. McGinley and Private Geo. Goodrich to Tallulah, La., and return; 1st Lieut. C. C. Chauncey and Private Theodore Videto to Atoka and Ada, Okla., and return; Staff Sergeant Roy L. Mitchell and Sergeant J. J. Miller to Ft. Worth, Texas, and return;

1st Lieut. R. G. Breene to El Paso, Texas, and return; 2d. Lieut. Julian B. Haddon to Brownsville, Texas, and return;

1st Lieut. James G. Taylor, 2d Lieut. R. W. C. Wimsatt, 1st Lieut. J. G. Williams, 1st Lieut. Hugh A. Bivins, 1st Lieut. R. M. Webster, 2d. Lieut. L. M. Herrick, 1st Lieut. K. B. Wolfe, 2d. Lieut. D. W. Watkins, 1st Lieut. P. H. Prentiss 2d. Lieut. J. T. Cumberpatch, 1st Lieut. Leland R. Hewitt, 1st Lieut. Charles A. Horn, 1st Lieut. Hez McClellan and 1st Lieut. Wendell B. McCoy all journeyed to Galveston, Texas, over the week-end for the purpose of viewing the Annual Bathing Girls Review.

Major T. G. Lanphier, Commanding Officer, Post Field, Ft. Sill, Okla., flew to this station during the past week.

Weather conditions have been ideal and flying training is progressing rapidly.

Mrs. C. C. Chauncey and Mrs. R. M. Webster were the hostesses for the regular Thursday Ladies' Br dge Club, which met at the Officers' Club.

Wilbur Wright Field, Fairfield, Ohio, May 21.

A letter to Hank. Our old friend Hank, well known to the readers of the "Air Service News Letter" visited some of his buddies at Wilbur Wright Field a few days ago. Hank allowed that he would like to hear from his friends once in a while, so one of the "Lutes" wrote to him as follows:

Dear Hank:

Hunting the elusive mushroom or to be Explicit, the edible fungi, is now classified as a Dangerous form of Exercise at this Station, only indulged in by those of Iron nerves; for note you Well the following harrowing Experience of Capt. C. O. Thrasher, Quartermaster Extraordinary and Harold A. Bartron, 1st Lieut., A.S. Permanently.

On a fair May day they Fared forth with Hopes high, equipped with Paper bags and an Abiding faith only to be met in a nearby Field by a cow that Produces not Milk, butter or Cheese, but Snorts with Anger and with his Front foot throws Dirt upon his back. Were the Traditions of the Army to "hold your ground" Upheld Hank? We answer Sadly, "they were not." "Look him in the Eye Bart" said the Quartermaster over his shoulder as he almost cleared a barbed wire fence some hundred yards away (The Q.M. cleared, but his Breeches did not). "I'll do that little stunt, Quartermaster," said Bart from the Top of a Thorn tree where he rested Minus a great part of his Uniform.

The Shades of night were Falling fast when our Heros crept back to the Post Wrapped in Gloom and Gunny sacks loaned by a Kindly farmer person.

Yours till Gabriel toots  
Another 1st Lute - Permanent

On Saturday, May 10, the May Carnival was held at the Post Gymnasium. The entire Post was invited and nearly all persons connected with the Post, together with their families, were present at some time during the evening. The affair was arranged by the Wilbur Wright Welfare Association, and among the special features were swimming and diving contests, vaudeville, entertainment, music and dancing, candy booth, ice-cream booth, wheels of fortune, grocery store, etc.

Lieut. F. P. Kenny returned on May 17th from an extended trip through Alabama, Texas, Oklahoma and Kansas. He visited various Air Service Fields and Stations, in the interest of the Cost Accounting System and other activities of the Field Service Section.

On May 14, Lieut. E. C. Whitehead and Master-Sgt. Tate travelled by air from Selfridge Field to this Station for the purpose of securing supplies. On the same date, Lieuts. C. H. Mills and R. E. Hill arrived from Chanute Field travelling in a DH plane. They returned on the following day, ferrying, in addition to the DH, a JNSI which had been remodeled in the Repair Shops.

This field is anxiously awaiting the arrival of reported new equipment. It is hoped that it will be the new Douglas type. From a standpoint of economy, this is advisable, due to the fact that they could be easily transformed into land planes in the event this field is closed.

Now that the Artillery target practice is over, the Squadron is preparing for small arms practice. It is hoped to qualify a large number of men and complete this practice prior to rainy season. Lieut. Laughinghouse, our expert shot, is in charge of the practice.

The Squadron lost one of its recruits thru a peculiar accident which occurred on April 19th. Pvt. Yates, who is on D.S., at Camp Nichols, was killed when Lieut. Harper's D.H. hooked a wing on the take off and crashed among some airplane crates. Pvt. Yates who was working in that vicinity was killed. Pvt. Yates arrived on the last transport and had not joined the Squadron. Lieut. Harper and passenger were only slightly injured.

Next week will end the Artillery practice which was a wonderful success, especially from an Air Service standpoint. Twenty-four practices will have been observed. Two-way Radio was used on all problems without a single Radio failure. The sensings sent down were so accurate and came in so rapidly that the artillery used them in preference to their own sensings. In the long range problems, where target could not be seen from battery, it was essential to use Air Service sensings. High Artillery officers were greatly pleased and considered it remarkable the way the observation was carried out. The field feels elated inasmuch as during past years these practices were carried on by personnel imported from other fields, while this year it was handled almost exclusively by our own personnel who were especially trained for the work, and missions were equally divided among all officers present in order to vary their experience and training. All in all the practice was a wonderful experience and the Air Service will derive a great deal of credit from it.

Some 38 enlisted men will be lost on the June transport and, unless replacements are received, this will greatly handicap operations. A large number of these men are very valuable and will be hard to replace except by training new men to fill their places.

#### Camp Nichols, Rizal, P.I., April 15th.

Headquarters and the whole Post are wondering at the new Mystery - namely - who broke the jinx? At last, instead of making it twelve straight, we won a baseball game - that sounds impossible but it is true. Saturday we held the Stotsenburg Team to a close score of four to two, eleven innings being played. Sunday we gave the Horsemen the surprise of their lives when we royally beat them by a score of 9 to 2. The return of Captain Eglin to the team, after an absence caused by an injury, has done much to strengthen the batting and to increase the morale of the players in general. Our veteran pitcher, Browning showed everyone to their complete satisfaction that he can pitch excellent ball, and with the proper support can get the results we are all looking for. The outfield has been helped very much by the addition of two new players and with a few on the bench for reserve, everyone wants to bet that we will crawl to first division before the season ends. "All's well that ends well", so here's hoping.

Lieut. Peter Skanse, our bombing pilot, came in a few mornings ago with a smile registered all over his face. Knowing that smiles of this kind are very unusual at this season of the year in the Islands, we inquired the reason for all the joy. He told us that he had a new recruit for the Air Service - a husky little baby boy. The entire Post extends its congratulations and good wishes to the youngster and to his proud Daddy and Mother.

The 66th Service Squadron had a little sham battle all of their own Saturday afternoon in which all of the men showed much improvement over the previous day. If anything does happen everyone will find the 66th on the job in record time to take care of the north end of the Post.

There is a new building going up just outside the Engineering Hangar which is to be our new "Movie Palace" during the rainy weather. We hope that it will be large enough to accommodate all of the men and that we will get some nice soft benches, enough for all of the men to sit down, comfortably, without having to carry our own chairs with us.

The new Photo Hut is progressing rapidly - at present the roof is being put on. After that the Sixth will be able to complete the Hut in the rainy season. All members of the Section are watching the building and hoping that they will expedite the work, as this building is needed badly for the proper functioning of the Section.

Numerous cross-country demonstration flights were made this week, Monday, the 7th, Captain Eglin and Lieuts. Harper, Carter, Maxwell and Hackett flew in formation over Fort McKinley. On the 8th, Captain Eglin and Lieuts. Harper, Carter, Maxwell and Hackett flew in formation over Fort McKinley for the purpose of taking obliques of parade and review for the Governor General of Java. On the 9th, Captain Beam and Lieuts. Maxwell, Greer and Hackett flew to Clark Field for the purpose of transporting the Governor General of Java and party to Camp Stotsenburg, returning same date. On the 10th, Lieuts. Walker, Maxwell, McCune and Hackett flew in formation to Clark Field. On return they brought the General and his party back to Camp Nichols. On the 11th, the second of the Martin Bombers assembled at this field was given an engine test which proved satisfactory.

#### Notes from the 42nd Air Intelligence Section.

The hot season is here and the members of this command spend hours fanning themselves and telling each other how much hotter they have seen it in Yuma, etc.

Every once in a while some one makes a feeble attempt at conversation about the Independence question, but those that don't fall asleep start betting what the thermometer reads, or remark "that is what we have the Martin Bombers for, to settle just such silly arguments as that."

#### Rockwell Air Intermediate Depot, Coronado, Calif., May 17th.

Captain William C. Ocker, A.S., arrived at this station last week and took up the duties formerly performed by Captain W. M. Randolph, who was transferred to the Panama Canal Zone.

Warrant Officer John W. Corcoran, who has been on duty at this Depot for the past year, left Friday morning for Crissy Field for duty.

Major H. H. Arnold commanded a flight of five planes from this field to Yuma, Arizona, on May 8th for the purpose of attending the American Legion Convention of the state of Arizona. The planes returned to Rockwell Field on May 9th.

With the completion of the new steel radio towers and the moving of the radio station to a point east of the main road, it is expected that the Rockwell Air Intermediate Depot will soon be in communication with the outside world again via Radio.

Mr. Walter S. MacDonald, electrical engineer, Signal Service at Large, on duty at the headquarters of the 9th Corps Area, made an inspection of the Post telephone system at this depot last week.

Mr. Robert Loghry, assistant radio engineer of the 9th Corps Area, reported here May 5th on temporary duty, for the purpose of supervising the installation of the radio sets in the new location of the station at this depot.

#### Hdqs. 2nd Division Air Service, Fort Bliss, Texas, May 17th.

Lieuts. O'Connell and Evert made a flight to Sierra Blanca, Texas, on May 12th, to ferry a plane from that place to this station. This plane was left at Sierra Blanca due to a forced landing in which a landing gear was broken.

Major Meyers (Division Inspector, First Cavalry Division) inspected all field equipment and clothing of the Second Division Air Service on May 12th. After inspection in the barracks, close order drill and calisthenics were performed.

Lieut. Clark and Private Donnelly made a cross country flight to Gibson's Ranch and return on May 14th.

Private Gilbert Pacheco, 12th Observation Squadron was discharged by purchase on May 15th.

Information Division  
Air Service

June 30, 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 July 3, 1924

PILOT INTERVIEWED WHILE FLYING  
By A.M. Jacobs, McCook Field Correspondent

"Johnnie," said a mother in a comic weekly some months ago, "run in and radio your father that there's a gentleman down here to see him. He just went into that pink cloud."

It's a fast moving age. That which is in the realm of possibility in a flash becomes reality; reality soon becomes history. Yesterday we made the joke come true.

We saw Lieut. A.L. Johnson, McCook Field aviator, take off in his DH P-292 and head for the clouds. There were plenty of them - though none were pink - and the airplane was soon lost to view. Casually we strolled into the McCook Field Radio Laboratory where "Pop" Leland sat before a ground station set of the type known as SCR-136.

"Lieut. Johnson is 'up'," we said, "could we talk to him?"

"Pop" started the dynamotor, threw some switches and commenced turning little knobs on dials.

"Hello - hello - hello," we heard him call into a hand telephone in the most approved radio voice. "This is A-W-5 talking. Somebody wants to speak to Lieut. Johnson. Can you hear me Johnson? Come in - come in - come in."

Then from the moving plane somewhere in the clouds, out of sight, reach and earshot of earth came faintly and scratchily at first as if through a struggle, but unmistakably familiar, Lieut. Johnson's voice.

"Hello - hello - A-W-5, Lieut. Johnson speaking. Can hear but cannot understand very well - seems to be a great deal of static. Try again."

"Pop" tried again. There was more throwing of switches and turning of dials and talking, then we were handed the telephone and the head piece, while "Pop's" nod seemed to indicate that all was very well.

"Hello, Lieut. Johnson," we said, "can you hear us? If so, we'd like to know where you are just now and how the weather is up there."

Clearly, as if in the same room, Lieut. Johnson's voice came back. "We are flying over New Lebanon, Ohio, at an altitude of about 4,000 feet and are climbing steadily to get above the clouds. The clouds are very thick this afternoon, scattered from 3,000 to 6,000 feet in height. The thermometer registers 45 degrees which with our suits and helmets makes a comfortable flying temperature. We are traveling at a speed of 80 miles per hour. Now we have climbed to about 5,000 feet and are in clear sunshine, although New Lebanon lies hidden below. Dayton lies to the east of us but we cannot see it. We are now over West Carrolton. Can you hear me?"

We: "We can hear you distinctly, Lieut. Johnson. With what kind of radio set is your plane equipped?"

Lt. Johnson: "It is known as type SCR-134. The receiving unit is a super-heterodyne with VT5 peanut tubes. The set is shielded in order that the ignition noises of the engine may be cut out and that hearing may be easier. We carry a trailing wire antennae with a 5-pound lead weight. The metal parts of the plane, the wires of the fuselage and the wings are all bonded together and act as a counterpoise. In principle, of course, it is the ordinary transmitter and receiver used the world over, but there have had to be special adaptations to make it serviceable and practical for air use, and these have been worked out by the Signal Corps and tested at McCook Field. Does that answer your question?"

We: "Quite completely. Where are you now?"

Lt. Johnson: "We have been approaching Xenia, Ohio, and are now above it. The clouds are very sloping and broken. They are apparently headed for the north - at least the wind seems to be carrying them that way. We are now at a bank of cumulus clouds several thousand feet high. We will go over them. Up we go! Up along the side of

the bank! Now we are at the top - and down we go - down the other side at a speed of 110 miles per hour. Dayton now lies to the left and Xenia to the right. Could you hear me distinctly during the climbing and diving of the plane?"

We: "Very distinctly. There was no change in sound, whatever."

Lt. Johnson: "I am now circling around another cumulus cloud. Now I am about to enter the cloud - now I am in the middle of it. I can see nothing. Is there any difference in sound?"

We: "None whatever. It comes as clearly as it must have in the Bible days, when Jehova spoke to His people from them. What are these direction finding sets for pilots that we hear of?"

Lt. Johnson: "That is a radio development also, the airplane adaptations of which have been largely worked out at McCook Field. Suppose that an airplane were flying from Washington to Dayton by night, or in a storm, where it was impossible for the pilot to keep to the course through land marks. The radio direction finder will guide him directly from one point to another in this way: The ground station sends out signals, so directed that they are most distinct along the line of the course. The pilot finding his signals becoming indistinct would know that he was leaving his course and would turn his plane until he found the signals distinct once more. With this system the airplane needs to carry no transmitting, only a receiving set. This is, of course, the simplest of these systems. There is also what we call the equi-signal system. Two signals of equal wave length are sent along the line of the course. When the pilot leaves the course, one of the signals becomes louder while the other dies away, so that he is warned to reset the nose of his plane and keep on the line of equal signals if he would come safely to his airdrome. Radio for the airplane is still in its infancy. But these developments are improvements that are making flying safer day by day, against all sorts of hazards and under all sorts of conditions. We are now over Wilbur Wright Field and the Huffman Dam. Since talking to you we have flown over New Lebanon, West Carrolton, Xenia, Wilbur Wright Field, and we are now headed for McCook Field. If there are no bill collectors about, we'll come down."

We: "The coast is clear. This has been quite interesting, Lieut. Johnson, and it would seem to prove that if one wants to interview a pilot while flying, one must work fast."

Lt. Johnson: "You bet. There never was supposed to be anything slow about a pilot anyway."

We strolled out of doors. There were several planes against the sky. At the distance from the ground of even the lowest one, it was impossible to distinguish any sign of a pilot, any sign of human being within them. Even the sound of their motors came softened through the spaces.

It's a fast moving age!

#### TRAGIC DEATH OF DR. MEISINGER.

While yet young and in love with life, C. LeRoy Meisinger, writer, musician, scientist and philosopher, was snatched from the presence of mortal man into the great void of eternity. The man is gone, but the work which he did during his brief period upon this earth will live long and insure greater happiness to the race of men that come hereafter. The "Storm Riding" meteorologist, as he was popularly called, gave his life for the welfare of humanity.

Riding in a free balloon before storms of all sorts for hundreds of miles in daylight and darkness, C. LeRoy Meisinger, the scientist, was collecting with painstaking care data on the weather that few would care to obtain in such a hazardous manner, but Dr. Meisinger knew that the best way to understand storm conditions was to travel with them, and he did so with the only available means. Realizing the danger of his work, he kept his notes always in such shape that any other scientist could pick them up and understand them. In this way his work was not in vain, for the Weather Bureau will be able to use the valuable data which he snatched in the sky from the teeth of tornadoes.

As a writer, Dr. Meisinger was well known. Many popular and scientific journals have carried illuminating articles by him, and he was an associate editor of the Weather Review.

As a scholar he was a graduate of the University of Nebraska and a PH.D. of George Washington University, Washington, D.C., taking his doctorate degree almost two years ago to the day upon which he was killed.

On the night of June 2nd the balloon carrying Lieut. James T. Neely, Army Air Service, and Dr. C. LeRoy Meisinger, was struck by lightning and fell near

Monticello, Ill., both men being killed. This terminated a series of experimental flights in free balloons from which meteorological data of great value was being secured.

Dr. Meisinger of the Weather Bureau was an officer of the Meteorological Section of the Signal Corps during the war and received free balloon training at Fort Omaha, Nebraska. Lieut. Neely was stationed at Scott Field, the starting point of the flight, and was a balloon pilot.

About fifteen flights were contemplated from Scott Field, the start being made in each case just before, or just after a storm. The balloon was kept at a nearly constant elevation and its course plotted. This gave the course of the wind at that altitude. By varying this altitude on different trips considerable information was gained. Observations were made of the barometric pressure, measurements were made of sky brightness at various altitudes, and dust samples were collected by means of the Owens' Dust Counter. The flights were made in a 35,000 cubic foot spherical balloon, and were of as long duration as possible.

It is important to know how the air actually moves. The present system of weather forecasting is based on knowledge already gained, and results will be improved as knowledge increases. Because of the well known statement that the wind blows counter-clockwise around the center of a cyclone, and clockwise around anticyclones in the Northern Hemisphere, and because the wind arrows in a daily weather map shows the fact so plainly, many people assume that the air moves spirally inward towards the center of a cyclone, and outward from the center of an anticyclone. This, however, would be true only if the cyclone or anticyclone was actually stationary. This condition seldom occurs, and the barometric centers move at various velocities, sometimes faster and sometimes slower than the wind itself. Thus, the true movement of air over the earth's surface may be indicated by sweeping curves, loops, or nearly straight lines.

Dr. Meisinger was engaged in gathering data of this nature when the balloon was struck by lightning and destroyed. Both he and Lieut. Neely were equipped with parachutes but, no doubt, had not time to use them.

Lieut. Neely, who was considered one of the most capable and efficient officers of the Lighter-than-Air branch of the Air Service, was born in Louisville, Ky. on Oct. 18, 1894. He attended school in Philadelphia, Pa., and was later engaged in newspaper work on the Philadelphia PRESS. Having an interest in Radio, he entered the employ of the Marconi Company as a wireless operator and spent nearly two years at sea.

During the World War, Lieut. Neely enlisted at Essington, Pa., on October 30, 1917, and was assigned to the Aviation Section of the Signal Corps. He was immediately sent to the Army Balloon School at Fort Omaha, Neb., for a course of training, and on February 12, 1918; was commissioned 2nd Lieutenant.

After two years' service at Fort Omaha, Lieut. Neely was assigned to the 24th Balloon Company, Coast Defense, at San Francisco, and at this station received his promotion to 1st Lieutenant in the Air Service.

On May 1, 1921, Lieut. Neely reported at Ross Field, Calif., for duty as instructor at the Army Balloon School. Here he served as Secretary to the School, Instructor in Balloon Observation and Radio, and later as Post Adjutant.

In May, 1922, he was selected as a pilot to represent the Army Air Service in the National Balloon Race, starting from Milwaukee, Wis. Lieut. Neely, with his aide, Lieut. James P. Jordan, A.S., flew the "U.S. Army No. 5", and after a 13-hour attempt to cross Lake Erie, finally made a landing at North Dover, Ohio, with all available equipment and clothing thrown over as ballast. The balloon traveled approximately 350 miles, securing fifth place in the Race.

In the Fall of 1922, Lieut. Neely was transferred to Scott Field, Ill., the station of the Balloon and Airship School, and ordered to Chanute Field, Ill., on temporary duty for training in the Communications School. Upon completion of this course, he was assigned to Scott Field as Communications Officer and began his airship pilot's training with the class starting in September, 1923. He held Free Balloon Pilot's license No. 244, issued December 12, 1917. He was scheduled to take airplane pilot's training at Brooks Field with the class starting in September, 1924.

#### MAJOR CURRY TO ASSUME COMMAND OF MCCOOK FIELD

Major John F. Curry, Air Service, student officer of the Air Service Engineering School at McCook Field, Dayton, Ohio, will on July 1st assume command of that field, thereby becoming Chief of the Engineering Division. He relieves Major

L.W. McIntosh, who has been detailed to duty as student in the Command and Service School, Fort Leavenworth, Kansas.

#### ENGINEERING SCHOOL STUDENTS STUDY LIGHTER-THAN-AIR ACTIVITIES

Major John F. Curry, Captains L.A. Walton, Edward Laughlin, W.B. Mayer, 1st Lieuts. E.R. Dallas, Alex Pearson, Jr., H.R. Wells, W.R. Fletcher and R.C. Coupland, student officers of the Air Service Engineering Division at McCook Field, Dayton, Ohio, left recently for Scott Field, Belleville, Ill., to take up a condensed study of Lighter-than-Air activities in connection with their course in general aeronautical engineering pursued at McCook Field. From Scott Field they will proceed to the Technical School at Rantoul, Ill., for study and lectures. They are to be absent not longer than ten days when they will report again at the Engineering Division to complete their course of study there.

#### SERGEANT HARVEY WELCOMED BACK TO CHANUTE FIELD

Sergeant Alva Harvey, of Section "A", Air Service Technical School, Chanute Field, Rantoul, Ill., who was the mechanic of the Flagship "Seattle" in the around-the-world flight, piloted by Major F.L. Martin, which crashed on the side of a mountain after leaving Chignik, Alaska, returned to duty at his station. Since his return he has constantly been surrounded by his buddies who have been extending congratulations upon his safe return, and incidentally to hear a word of the hardships endured by him and Major Martin while they were lost in Alaska. There have been many calls for Sergeant Harvey's appearance before various clubs and civic organizations in all sections of the country.

A six o'clock dinner was given at the Consolidated Mess in honor of Sgt. Harvey's return to Chanute. A film, made by the Pathe Company, showing the personnel of the around-the-world flight while they were in Alaska, was an interesting feature of the evening's entertainment.

Lieut. Castor piloted Sergeant Harvey to St. Louis, where they were guests of the Dayton Chamber of Commerce of that city. Sergeant Harvey gave an interesting account of his experiences in Alaska.

#### LIEUT. GOLDSBOROUGH'S SKY WRITING FLIGHT

The 4th Observation Squadron, Wheeler Field, Schofield Barracks, H.T., has an expert sky writer in the person of one Lieut. W.C. Goldsborough, who acquired fame for himself and the gallant 4th by helping the Army "lick" the Navy in the annual football classic at Honolulu.

Lieut. Goldsborough with the aid of Lieut. Patrick Powers of the Chemical Warfare Service, rigged up a smoke tank in the rear of his trusty DH and did write the letters "A R M Y" in big type over the field immediately preceding the struggle, thereby striking consternation in the morale of the Naval rooters. Major-General Charles P. Summerall, Commanding the Hawaiian Department, commended Lieut. Goldsborough for his versatility and skill.

#### PARACHUTE FLARES ILLUMINATE TARGET FOR C.A.C.

The Fourth Observation Squadron at Wheeler Field, H.T., demonstrated a successful method of tracing a Coast Artillery night target after it is beyond the range of or lost by the shore searchlights. The plane piloted by Lieut. W.C. Goldsborough, with Lieut. Courtland M. Brown as observer, dropped regulation Air Service parachute flares over the target, beyond the range of searchlight beams. This work was accomplished with each battery of the Hawaiian Coast Artillery District and due to the intense light of the flare the shore observation posts could not locate the target, but the airplane observer could follow the target perfectly. The fire of the battery could be regulated by the observer at any given range from the shore.

This method of fire also demonstrated the possibilities of bombing planes working at night over sea targets. Another point brought out by illuminating a target with the parachute flares beyond the searchlight range is that in case of a shore fog the airplane would be enabled to regulate fire on a battleship or sea target when the shore O.P.'s could not possibly observe.

## PROGRESS OF AROUND THE WORLD FLIGHT.

The Around-the-World flyers experienced a little hard luck since leaving Shanghai, China, mechanical breakages and bad weather combining to set them back about five days in their schedule. They took off for their next stop, Amoy, China, 555 miles distant, at 6:50 a.m. June 8th. Lieut. Smith, however, was forced to return shortly after the take-off due to engine trouble. Fortunately, this did not delay him to any extent, and all the members of the expedition arrived at Amoy, at 4:38 o'clock that afternoon. They stopped half way to Amoy to refuel their planes, with the assistance of the U.S. Navy.

Due to the extreme heat at this stage of their journey and the difficulty experienced in taking off from smooth water with heavily loaded planes, the pilots deemed it advisable to carry short rations of fuel and to take advantage of intermediate stopping points.

Leaving Amoy at 9:15 a.m. June 9th, they arrived at Hong Kong, China, at 12:35 p.m., covering a distance of 300 miles. The following day, June 10th, at 9:15 a.m. they departed from the busy Chinese seaport and winged their way for 500 miles to Haiphong, French Indo-China. Here they were delayed a day due to torrential rains and violent storms.

At 10:10 a.m. June 12th they set forth for Tourane, French Indo-China, a distance of 395 miles. Lieuts. Wade and Nelson arrived at Tourane in the afternoon. Lieut. Smith was forced down at Hue, the capital at Annam, a few miles north of Tourane, due to engine trouble caused by a leaky cylinder. A new engine was rushed to him from Saigon on board a U.S. Naval Destroyer. It required 24 hours to install the new engine, after which Lieuts. Smith and Arnold in the Flagship CHICAGO took off and rejoined Lieuts. Wade and Nelson at Tourane. The reunited flyers made the flight to Saigon, a distance of 530 miles, on June 17th, leaving Tourane at 6:00 a.m. and arriving at Saigon at 12:35 p.m., the flight incidentally reaching its most southern point near the equator.

Saigon is known as the "Paris of the Orient". The aviators here were in the hottest climate which they probably will encounter during their entire flight. The flight through this division of the route follows the coast line of French Indo-China to Bangkok, Siam, cuts through a pass in the mountains near Mount Koni, 100 miles south of Bangkok, on the Malay Peninsula, to the town of Tenasserim; then proceeds northwest to Rangoon, Burma; thence to Akyab and Calcutta. The route across this narrow point in the Malay Peninsula will be followed rather than proceeding around the Peninsula, by way of Singapore, which would add more than 1,000 miles to the flight. Originally, a much shorter route to Calcutta was planned overland, using wheels for landings and stopping at Hanoi, French Indo-China, and Mandalay, Burma, famous in song and story. Investigation of the route through this section showed that the landing fields were very scarce and the cost of making them prohibitive, so that pontoons are being used and the shore line followed, as above outlined, as far as Calcutta, India, where landing wheels will be attached and pontoons removed. Furthermore, the inland route across French Indo-China and Burma is over uninhabited mountainous country, where forced landings would be disastrous. The coastal route now being followed, even with its crocodiles, swamps and barbarians, but with a chance of rescue by passing vessels in case of forced landings was preferable to the risk of landings in mountains and trackless jungles, uninhabited except by wild beasts and poisonous reptiles and insects, with its hopelessness of rescue in case of forced landings before succumbing to the terrors of the jungle.

The flight to Saigon consumed 6 hours and 35 minutes, during which time the aviators passed over a picturesque and historic coast. Kamranh Bay, 325 miles south of Tourane, is the wonderful harbor which became famous during the Russo-Japanese War. It was at this rendezvous that the Russian Admiral, Rozhdestvenski, with the great fleet which had sailed from the Baltic around the Horn, was reinforced by Admiral Nebogatov with his fleet which had been dispatched later from Libau and which had come through the Suez Canal to join him in asiatic waters. The combined Russian fleets left Kamranh Bay on May 14, 1905, for Vladivostok. Port Arthur had fallen and the Japanese were waiting for the Russian fleet. On the 27th of May the Russian Fleet met the Japanese Fleet under Admiral Togo in Tsushima Straits, between Japan and Korea, and after a naval battle which lasted for about 20 hours the entire Russian Fleet, with a few exceptions, had either been captured or sunk.

The shores of French Indo-China from Tourane south were for a time the temporary roost of Malay pirates, after the Dutch had succeeded in discouraging their ac-

villages in the extreme southeastern portion of the China Sea and the Gulf of Siam. The coast Malays enjoyed a long and fruitful piratical career. They would swoop down upon unsuspecting traders who ventured too close to the shore, from the mouths of rivers and hidden lagoons, and sometimes when they had reason to expect a rich prize they would lie boldly in wait with great fleets of well manned proas. They were the terror of the coastwise traders throughout the entire China Sea until American and European war vessels forced them to abandon their practices. Forced to cease their roving and lawless habits, the Malays settled down to the less exciting occupations of agriculture and trade, and along the coasts many of the tribes have reached a rather high state of civilization.

The Malay race, or the Orang Malaya, inhabit the Malay Peninsula, the Malay Archipelago, Borneo, Sumatra, Celebes, the Philippine Islands, and numerous small islands in the China Sea. Only a few scattered families are now found along the eastern shores of the Gulf of Siam and the coast of Indo-China. At one time the Malay race played a splendid part in the history of Asia and carried out a great trade with the other peoples of the Orient, but they are now divided into distinct tribes, recognizing no central head.

The intellect of the present day Malay varies from the savagery of the uncivilized tribes of the interior to a rather high degree of culture along the coasts. The Malay language, which is harmonious and simple, is written in the Arabic characters and is today the trade language of the South Seas. The scenes of many of Conrad's sea stories have been laid in these waters.

At Saigon the flyers found a modern city, with numbers of European buildings, schools and colleges, with a heterogeneous native population composed mostly of Anamites and Chinese, though some Hindus, Burmans and Malays add color to the population. Most of the European population is French, and at the present time is estimated at between 4,000 and 5,000, most of whom are Government officials connected with the French Mercantile Marine, or engaged in the rice industry.

The southernmost part of Indo-China is notoriously unhealthy because of the excessive moisture, combined with considerable heat. Saigon is situated in the center of the Mekong and Donai Delta region, though 45 miles from the sea. The area around the city is devoted almost entirely to the cultivation of rice, but the region south of Saigon is an impenetrable mangrove swamp, interspersed with small rivers and channels, most of which are navigable.

The landing of the American flyers at Saigon was effected at the French Army Hydroplane Station on the Donai, or Saigon River, north of the city. The French airmen and authorities welcomed the American flyers and placed every facility available at their disposal. The world flyers remained one day at Saigon, making the always necessary minor repairs and adjustments and allowing time for the American destroyer which was carrying gas and oil to reach Kampongsom Bay on the eastern side of the Gulf of Siam in Cambodia, half way between Saigon and Bangkok, the next stop. It was decided to establish a midway refueling station between Saigon and Bangkok. The course was decided upon after the expedition had reached Saigon and was not contemplated originally, the reason for the alteration of the plans being the extreme heat. It was found that difficulty would be experienced in taking off over the water with the full load of fuel, each airplane weighing four tons when loaded with 350 gallons of gasoline.

It is an accepted fact in aviation circles that when the air is hot its density is greatly diminished, and consequently it takes a great deal more speed, which means a longer run on the water before sufficient speed has been attained to make the airplane buoyant enough to lift off the water and, in addition, it was considered better to relieve the motors of any unnecessary strain which would cause them to heat rapidly, as would be the case if it were attempted to take off from Saigon, where the heat was terrific, with a full load of gasoline.

Receiving word of the arrival of the destroyer at Kampongsom, the flight took off for that locality on June 18th en route to Bangkok. The route for the first 430 miles followed the coast of the China Sea and the Gulf of Siam around the southern extremity of Cochin China. This coast, though low and sandy, and in many places bordered by mangrove swamps, afforded many excellent sheltered lagoons, where landing could be made in the event of an emergency and where help could be obtained from coasting vessels or the inhabitants. It would have been considerably shorter to have crossed the lower end of Indo China, in fact, more than 100 miles would have been saved, but such a course would have meant the crossing of the mangrove swamps and jungles of the Mekong Delta where, if a plane were forced to land, it is doubtful if same could be effected without injury to the crew, and, if this was accomplished, whether they could penetrate the swamp and jungle to safety. For over

350 miles the flyers skimmed along the low, sandy coast, bordered by jungle and swamp, until the City of Kampot in Cambodia was reached. At this point the character of the country changed and the coastline became higher; in fact, rugged and precipitous in places. The landing on Kampongsom Bay was effected at the mouth of the Kampongsom River, which was sufficiently well sheltered to allow the planes to refuel from the destroyer which had awaited them there. Although the northern shore of the Bay is low and covered with mangroves, the southern shore of the Bay is high and rugged and there are numbers of small native villages from which a large trade in native products is carried out through the medium of coasting junks. After refueling, the flight again took off for Bangkok, which was still 245 miles to the northwest, at the very northern end of the Gulf of Siam.

Bangkok is the capitol and seat of commerce of the Kingdom of Siam. It is situated on the River Menam, 25 miles from the Gulf. Bangkok has been called the jewel city of southern Asia and is famous for its beautiful palaces and temples. The city proper is on the eastern side of the river, occupying a space of three miles in length by the same in breadth. It is in the low flat valley of the Menam and is traversed by canals. The old city is surrounded by battlements, flanked by towers in places. Here are the Royal Palaces, the foreign warehouses and consulates, the principal rice mills and most of the public offices.

The King's palace and the temples are magnificent, and of an architecture peculiar to the country. Bangkok is somewhat of a modern city with its street cars and electrically lighted thoroughfares. The western bank of the river is mainly occupied by Chinese, Siamese and Mohammedan residents. Bangkok is one of the most important cities in the Orient, with a population of almost 700,000, of which not over 20,000 are Europeans. Practically all of the products of Siam are exported through Bangkok, which is the natural gateway of the country to the outside world. In common with most other large cities in the Orient, Bangkok possesses a very unhealthy climate. A small epidemic of cholera usually breaks out every spring. Modern ideas of sanitation are being introduced, and the city is rapidly becoming more healthful. The use of river water for drinking purposes must be avoided, as this is the greatest contributing cause of disease.

Siam is a Kingdom. The present ruler is His Majesty, Rama the Sixth. It is a well known fact that Siam is one of the most progressive eastern countries. It has a very excellent railroad system and is rapidly becoming a modern and up-to-date nation. Siam has a progressive aeronautical program, both for the Army and for commercial aviation. Several large airdromes have been established throughout the Kingdom and are now in operation.

The plans for the gradual extension of their present system are being worked out. Aviation has a distinct mission in Siam where the construction of the lines of ground transportation are extremely difficult because of the character of the country. The airplanes which have been used by the Siamese heretofore are mostly of French manufacture, though they are operated by Siamese aviators and mechanics. The construction of a domestic airplane is being carried out in Bangkok. The American flight was enthusiastically received by officials of the Siamese government and by almost the entire European population.

In the week preceding their arrival at Bangkok the flight covered 1205 miles, greater progress being impossible on account of the extreme heat which they encountered. A total distance of 10,795 miles was covered since leaving Santa Monica, leaving 14,536 miles yet to be covered before the globe is completely circumnavigated.

Between Bangkok and Rangoon, Burma, arrangements were made for another emergency refueling point at Tavoy on the coast of Burma, 240 miles south of Rangoon, at the mouth of the Tavoy River, which empties into the Bay of Bengal, this for the reason that shortly after leaving Bangkok it will become necessary to climb to an altitude of 6000 feet, and with a full load of fuel the planes will be very heavy and a great strain would be placed on the motors attaining this altitude with their heavy load in the short time before they reach the mountains. Therefore, the planes carried only half their fuel capacity, just sufficient to reach Tavoy, where they were met by an American destroyer with gasoline and oil on board.

At this writing the American flyers are at Calcutta, India. Akyab, where Capt. MacLaren of the British around-the-world flight is now placing in condition the plane sent him from Hakodate, Japan, on the American destroyer PRESTON, the plane with which he started out from London crashing while making a landing in the harbor. Incidentally, Akyab is where Major Blake came to grief in his attempt to circumnavigate the globe for Great Britain in 1921. He was forced down 40 miles

at sea off Akyab, and he and his fellow pilot clung to the wreckage of their plane for several days before they were rescued by a passing vessel. In arriving at Calcutta the American airmen escaped the "Jinx of Akyab".

#### KELLY FIELD BOMBERS TRAINING FOR BOMBING COMPETITION AT LANGLEY

Extensive preparations are being made to conduct individual practice in low altitude bomb dropping in preparation for the annual competitive aerial machine gun and bombing matches to be held at Langley Field on October 8th. The preliminary tests at Kelly Field indicate that the competition will be keen, and considerable accuracy is hoped for upon the development of a special sight for low altitude bombing which is being developed by some of the experimental experts of the Third Attack Group.

#### A. CORRECTION

We regret that an error was made in the last issue of the NEWS LETTER in connection with the announcement that Lieut. H.T. McCormick of Brooks Field, San Antonio, Texas, has 130 hours and 25 minutes of flying to his credit for the calendar year 1923. Lieut. McCormick's correct flying time is 630 hours and 25 minutes - quite a difference. If any pilot in the Air Service claims a higher record than 630 hours, we would like to hear from him.

#### AIRPLANE DUSTS POISON TO KILL MALARIAL MOSQUITO LARVAE ✓

"If poison dusting with the use of planes for the control of the boll weevil has proved so effective, why could not the same method be used to equal advantage in the extermination of other insect pests - for instance, malarial mosquitoes?" This question suggested itself to certain workers in the Bureau of Entomology, Dept. of Agriculture, with the result that plans were formulated to that end.

The region around Mound, Louisiana, is very swampy and badly infested with malarial mosquitoes. It is only about 18 miles from Tallulah, La., where the boll weevil poison dusting was carried on. Dr. W.V. King, in charge of investigations of insects affecting the health of man at Mound, undertook the experiment. At his request the Air Service of the U.S. Army supplied the same specially equipped airplane used in the boll weevil campaign. Paris Green was the poison dust used to attack the mosquitoes. It was heavily diluted with Tripoli earth.

The experiment proved very successful, the Bureau of Entomology reports. The planes could fly over parts of the swamps which otherwise were inaccessible. The trees did not interfere with the spreading of the poison dust, for the machines flew sufficiently high to avoid contact and circled them to apply it to the surrounding bog.

The use of Paris green, highly diluted with road dust or some similar substance, is recommended in certain cases by the United States Public Health Service. The airplane offers simply a wholesale method of application.

- Official Record, Dept. Agriculture.

#### COMMERCIAL AVIATION IN ARGENTINA

The statistics of the Buenos Aires-Montevideo Air Service for January and February, 1924, show the following figures: Trips, 126; passengers transported, 425; crew, 160; sacks of mail carried, 200. By executive order 364 hectares (899.44 acres) near Magdalena, Buenos Aires Province, have been cleared for a naval air base on the River Plate.

#### SAN ANTONIO INTERMEDIATE DEPOT HAS A ROSY APPEARANCE

At the San Antonio Air Intermediate Depot, Kelly Field, Texas, in front of the main warehouses and fronted by a velvet green lawn, a 14-ft. latticed steel wire fence extends for about 250 feet. Half of this length from bottom to top is covered with spreading and climbing rose vines. There are thousands of large and perfectly formed pink and red roses on these vines. Hundreds of travelers on the Pearsall Road, who pass this sight, invariably slow their automobiles or stop to admire the beauty of the blooms. On the flying field here masses of white English primroses lay like patches of late snow on fresh green fields, and clusters of bright lavender verbenas merge into the gold and green beds of marigolds and meadow grasses. Truly, it is now the beautiful time of the year at this station.

## FLYING TIME AT BROOKS FIELD

Flying time performed by students and permanent officers at the Air Service Primary Flying School at Brooks Field, San Antonio, Texas, for the month of May totals 3966 aircraft hours.

## FORD LIBERTY MOTOR TRAVELS "SOME" DISTANCE

Recently workmen at the Rockwell Air Intermediate Depot, Coronado, Calif., were surprised when opening a crate containing DeHaviland 4A #31084, built by the Dayton-Wright Company, to find installed therein Ford Liberty 12-A #29494, Ford No. 1. This engine was the first Liberty the Ford people turned out and was completed July 18, 1918. Major H.H. Arnold, Commanding Officer of the Rockwell Air Intermediate Depot, witnessed the final test of this engine early in '18 and received it at this depot after it had traveled from Detroit to France, arriving there too late to take part in bringing down the Huns. From France it was re-shipped to the United States and then shipped to the Philippines. From the Islands it was re-shipped to Rockwell Field and has remained in storage since its arrival. As far as can be determined, this engine has never had any time in the air. Its entire time since coming off the test block at Detroit has been in crates, although it has traveled a distance equal to the circumference of the globe.

## DEATH OF LIEUT. BEASLEY

An unfortunate accident occurred at Kelly Field on May 29th when Lieut. Noble P. Beasley was killed in an airplane crash. Lieut. Beasley was a member of the class of 1923 of the U.S. Military Academy. He completed primary training recently at Brooks Field and reported to the Advanced Flying School at Kelly Field for training on April 17th last. On the day of the accident Lieut. Beasley was practicing 180's when he made a flat turn, lost flying speed at about 100 feet altitude and crashed. He was born at Murfreesboro, Tenn., October 29, 1898. He is survived by his mother, Mrs. Ann E. Beasley, of Hiwassee, Ark., and a brother, Judge Joe Beasley, of Bentonville, Ark. Lieut. F.M. Fitzmaurice accompanied the remains to Bentonville.

## AERIAL EXHIBITION AT BALTIMORE

On May 30th, Decoration Day, the usual aerial exhibition was held at Logan Field, Baltimore, Md. The 49th Aero Squadron, stationed at Phillips Field, Aberdeen Proving Grounds, Md., took part to the extent of sending three NBS1 planes and two DH planes to Logan Field to augment the number of planes in the air. Lieuts. Bleakloy and Barker and Staff Sgt. Davis were the pilots of the NBS-1's and Lieuts. Bond and Herbert flew the DH's. The NBS-1's went direct to Bolling Field to secure smoke bombs, which were dropped at the exhibition with excellent results, four bombs making direct hits. Sergeant Nero was the bomber. Private Chas. E. Surdam and Staff Sgt. A.L. Elstner made parachute jumps. It was Sgt. Elstner's first attempt and he met with a little hard luck, as he sprained his ankle making a hard landing.

## DOGS TRAVEL BY AIR TO KELLY FIELD

"Yes, this is the Wing Operations Office. Come right on in. You want to know what? Did your dogs arrive? I said this was the Wing Operations Office; you must be looking for Mr. Barker at the dog pound. Oh! some dogs shipped by express over the airways! Well, just a minute - let's look in the airways office. Sure enough, there they are, looking pretty spry at that. Is this basket part of the shipment? Let's see. No, it's billed to the Pigeon Loft at Fort Sam Houston and there's a pigeon in it - must be one of the entrants in the National Elimination Balloon Races held here April 23rd just returning. Wait a minute before you go with those meat hounds, sign this receipt on the dotted line. Oh! they are German police dogs, you say - well, I guess they like meat just the same. I've got to get that phone - so long."

YES, THE OLD HS2L CAN DO SOME CLIMBING.

Some people say that an HS2L flying boat will not climb to any altitude over

a thousand feet or so. To disprove this Lieut. Burgess of Kindley Field, Fort Mills, P.I., ascended to 8,500 feet in old #253, while Capt. Burge bettered this record by going up to 10,000 feet in #228. While the rate of climb is slow, still they get there. Imagine using two hours in a DH to climb 10,000 feet.

#### PRIMARY FLYING TRAINING NOT A SINECURE

According to the Training Report just released by the Officer in Charge of the Flying Office at the Primary Flying School, Brooks Field, San Antonio, Texas, the present class now contains some 113 members. Of these 25 are regular army officers, 74 flying cadets, 6 enlisted men taking cadet training, and eight others. The "eight others" are 7 National Guard officers from the States of Tennessee, Indiana and Minnesota, and Lieut.-Col. Juan E. O'Connor, of the Peruvian Army. The latter gentleman with the Spanish-Irish "handle" is taking our flying training in preparation towards establishing similar methods of training in his own service.

The expression "contains some 113 members" as above is used advisedly, for the "Benzine Board" is functioning with its usual freedom, 11 officers, 26 cadets and 2 others having already felt the sweep of the "washout" broom.

#### 42nd SQUADRON ESTABLISHES SUMMER CAMP

Authority has been obtained to establish a summer week-end camp for the personnel of the 42nd School Squadron, stationed at Kelly Field. A site has been chosen and arranged for near New Braunfels, Texas, and as soon as the necessary equipment is obtained the camp will be established. The site chosen has advantages of swimming, fishing, etc., in the Guadalupe River, which runs within a few yards of the camp. In addition to this, the camp is within two miles of New Braunfels and within a mile of the Landa Park summer play ground and summer resort. Plans contemplate a camp that will accommodate practically all the men of the squadron, as after putting in 5½ days a week from 5:40 a.m. to as late as 12 or 1 a.m. on nights when there is night flying, a camp of this kind with such a diversity of amusements is bound to be very popular.

#### GENERAL MITCHELL RETURNS FROM INDIA

Our Correspondent from Kindley Field, Fort Mills, P.I. writes that General Wm. Mitchell, Assistant Chief of Air Service, came in on the EMPRESS on May 2d and departed the following day for Japan and China to meet the around-the-world flyers. This was a surprise, as it was expected that he would again inspect the Air Service. It is reported that while in India General Mitchell bagged seven tigers and Mrs. Mitchell two,

A seaplane formation left at daylight to meet the EMPRESS and followed her to the breakwater, where a DH formation from Camp Nichols joined. Quite a time was had circling the boat and the DH's seemed to get quite a kick out of running rings around the old H boats.

#### EDITORS GIVE BROOKS FIELD THE "ONCE OVER".

Brooks Field, Texas, was recently deluged by a flood of editors from every State in the Union, who were headed for Mexico City at President Obregon's invitation. Eight huge bus loads of these "moulders of public opinion", together with their families, came out to look over the various training activities, and they expressed themselves as being tremendously impressed.

Quite a number expressed their desire for a "hop", but Mr. Ruggles in his Orientator did the greatest volume of business. You see, in the Orientator you can do pretty nearly everything a ship can do and still keep one foot "on or near" the ground.

#### RASTUS GETS NERVOUS HIGH UP.

Our Correspondent from the San Antonio Air Intermediate Depot writes that the scarcity of negro laborers in that particular vicinity is rapidly increasing, due to cotton picking, farm help in general, the migration to the north, etc. One burly negro upon being told to report the next day for duty as laborer, remarked: "'Fore I starts Boss, there's just one thing I'd like to get settled. Does I have to do any aerial work out here? Cause if I does I just can't take the job cause I just naturally gets nervous when I gets up high." When informed that no laborers were being employed for flying duty at this time he readily accepted the job.

## TRICK SHOOTING AT SAN ANTONIO AIR INTERMEDIATE DEPOT

Perhaps the most remarkable bit of trick shooting in the annals of the Air Service was performed recently by one man Dayton. Prior to June 8th he had gone on the range, listened intently to his instructors, fired the preliminary course, and through the kindness of Allah qualified to shoot the record course, which invariably resulted in a total fizzle. He would aim, then try to throw the projectile from the gun while his sights were still on the target, or before they wriggled off line.

A short time ago Lieut. John M. Clark reported at the Depot for duty, having completed his foreign service tour in Panama. Clark himself can hit a bull's eye without half trying, and after watching Dayton perform with an empty gun bet that with very little instruction he could instruct the latter so that he could qualify as Expert. Dayton was skeptical, as were the other officers.

Clark took Dayton to the range, and after a hectic and more or less discouraging hour succeeded in getting his protege to squeeze the trigger. Then came some encouragement for both. Clark finally got his man tuned up to such a pitch that it was doubtful as to whether Dayton could get below a 9. A remarkable preliminary course was shot. That night Dayton took the old 45 out on the field and spent a good hour aiming and following Clark's instructions to the letter. Early the next morning the two gun men journeyed to the range where the record course was to be fired. The protege walked up to the line and began knocking out bull's eyes - nine and a very few eights. At 50 yards with the bull's eye looking like a small spot of ink a score of 55 was made. On the bobbing targets 27 out of 28 hits showed up. When the smoke of battle had cleared away Dayton had made a score of 93.67%. The protege thinking he was pretty good, in fact knowing he was, suggested that they shoot for the drinks. "All right", said Clark, "we will each take one full clip and in 10 seconds at 50 yards see who can put 7 shots in a bobbing target." I ask you, whoinell ever heard of such a fool thing? That's what everyone thought. After trying to coax a few more seconds out of Clark, but to no avail, the two gun men started shooting. Clark put 7 in the target in the ten seconds, and cleared a jam at that. Dayton had 5 in, one on the stick just a couple of inches below the target, and one clear miss. The above test is highly recommended to anyone desiring to determine his ability at trigger squeeze.

Now the two A.I.D. gun men are planning an intense training period and will attempt to make the National Matches.

## PARACHUTE SAVES PILOT'S LIFE ✓

Many flyers were converted to the use of the parachute recently at Kelly Field, Texas, when Lieut. W.W. White's life was saved following a collision in mid air at about 1300 feet, from which he alighted safely by use of his parachute. Lt. White's plane during formation maneuvers came down directly on top of a ship piloted by Lieut. S.L. Thompson. Lieut. White states that immediately after the terrific crash due to the impact of the two ships, they became locked together and he ceased to have any control over his plane. As soon as he found that he was unable to guide his ship and seeing that the two ships seemed to be in an almost vertical dive towards the earth, he attempted to jump from his cockpit. He stood on the pilot's seat and put his hands on the cowling and tried to push himself clear, but whether from fright or force of gravity he was unable to do so. Finding himself unable to jump from the ship, he pulled the ring of his parachute and immediately felt himself gently lifted clear and saw the tail surfaces slowly glide away beneath him. As he neared the earth it seemed to him as though he were going to land directly on top of the wreckage of the two planes which had crashed, and fearing that they would burn, he grasped the shroud lines on one side of the parachute and slipped a distance of about 200 feet away from the spot where the ships struck. When he saw that he was clear he released the shroud lines and alighted safely. He immediately ran to the wreck and found both ships totally demolished, both motors side by side buried below the surface of the ground. Unfortunately, Lt. Thompson, who was in the other plane was either stunned by the force of the collision or was unable to get out of the lower ship and was instantly killed. This was Lt. White's first experience in the use of the parachute and he hopes it will be his last. The incident was, of course, a great shock to Lt. White, but he nevertheless solced on a DH on the following day.

## BELGIUM WINS JAMES GORDON BENNETT CUP.

The International Free Balloon Classic, the James Gordon Bennett Cup Race, is now a matter of history. For thirteen years since 1906 it was competed for by selected free balloon pilots from various countries, the conditions governing the permanent award of the cup requiring a competing country to win the race for three consecutive years. Lieut. Ernest deMuyter of Belgium, by his victory in the last race which started from Brussels, Belgium, on June 15th last, clinched the cup for his country, for he was also the victor in the events for 1922 and 1923, the former starting from Geneva, Switzerland, and the latter from Brussels, Belgium. In addition to winning the cup for his country, Lieut. deMuyter also gained the highest individual honors in the history of this international aeronautical classic, for his last victory was the fourth he had achieved for his country, he being the winner of the race which started from Birmingham, Alabama, in the year 1920.

Seventeen contestants participated in the balloon classic this year, the three entrants from the United States being Captain H.E. Honeywell, piloting the "Uncle Sam"; W.G. Van Orman, piloting the "Goodyear"; and Major Norman W. Peek, Army Air Service, piloting the latest type of Army balloon.

Newspaper reports state that Lieut. deMuyter covered a distance of 745 kilometers. The official report on the race is lacking at this time. It is hoped to publish Major Peek's report in a future issue of the NEWS LETTER.

In the matter of victories won, Belgium shares honors with the United States, each country winning four times. France holds the record for the greatest distance covered, for in 1912 in the competition which started from Stuttgart, Germany, A. Bienaime covered 2191 kilometers. The runner-up was A.R. Hawley (US) the winner of the 1910 event, starting from St. Louis, with 1897.6 kilometers.

It may be of interest here to give a summary of the results attending the twelve competitions which were held before the Belgian Aero Club became the permanent possessor of the cup. It should be stated here that due to the World War no competitions were held from 1912 to 1920. The statistics here given were furnished by the National Aeronautic Association.

### Winners of the Gordon Bennett Balloon Races

Year	Starting Point	Winner	Country	Distance	Duration
1906	Paris, France	F.P. Lahm	United States	647 kil.	22 hr. 5 min
1907	St. Louis, Mo.	I. Erbsloh	Germany	1403 "	40 "
1908	Berlin, Germany	Col. Schack	Switzerland	1212 "	73 "
1909	Zurich, Switzerland	E. Mix	United States	1121 "	35 "
1910	St. Louis, Mo.	A.R. Hawley	United States	1897.6"	44 " 25 "
1911	Kansas City, Mo.	Gericke	Germany	758 "	12 " 28 "
1912	Stuttgart, Germany	A. Bienaime	France	2191 "	46 "
1913	Paris, France	Ralph Upson	United States	618 "	43 " 10 "
1920	Birmingham, Ala.	Lt. deMuyter	Belgium	1769 "	40 "
1921	Brussels, Belgium	Capt. Armbruster	Switzerland	766 "	27 " 23 "
1922	Geneva, Switzerland	Lt. deMuyter	Belgium	1372 "	25 " 45 "
1923	Brussels, Belgium	Lt. deMuyter	Belgium	1115 "	21 "

It is hoped that the permanent award of the cup to Belgium will not mark the end of this international free balloon competition, which is always a source of world wide interest, particularly amongst the aeronautical element, and that some public spirited individual will offer another trophy to sustain interest in free ballooning, not only from the aeronautical standpoint but from the element of sport which it engenders, for as a sporting contest this race leaves nothing to be desired.

Newspaper reports contain a rumor to the effect that King Albert of Belgium will offer an international cup to replace the Gordon Bennett Trophy. We hope that this will come to pass.

### NEW LANDING FIELD AT BAGUIO, P.I. ✓

A new landing field had just been completed at Baguio, Mountain Province. Capt. Eglin, Lieuts. Maxwell and Hackett recently took off at 8:00 a.m. from Camp Nichols, P.I., to make the first landings at this field. A radiogram received from them stated that they landed safely at 10:00 a.m., same date, and that the field was in splendid condition. The completion of this field marks another success for the Air Service in the Philippine Dept., and the hope is

expressed that many more landing fields will be completed within the next few months. There are good places to be found for this purpose over most of the Islands, and with little work can be put into good condition.

### RADIOING VIA AIRPLANE

Radio enthusiasts in Washington, D.C. and at other points within the radius of W.R.C., the broadcasting station of the Radio Corporation of America at Washington, were afforded an unusual treat on Saturday night, June 21st - that of listening in on a conversation carried on by an observer in an airplane making a night flight over the capital city and station WRC. This interesting test of the application of radio, in joint broadcasting between a special radio-equipped night flying airplane and a radio station started shortly after ten o'clock. Lieut. Donald Bruner, in charge of experiments on night flying at the Engineering Division of the Army Air Service at McCook Field, Dayton, Ohio, flew the special ship which has been used on experimental night flying along the airways of the Army Air Service between Dayton and Columbus, Ohio. Lieut. Burdette S. Wright, Chief of the Airways Section, Office Chief of Air Service, was the observer and communications officer. The communications officer at Station WRC was Lieut. L.L. Koontz, Air Service.

Announcement of this experiment was carried for several days in the daily papers, so that at the appointed hour we were all set to listen in. Shortly after the conclusion of the Arlington time signals we heard the roar of an airplane motor overhead, and stepping outside we saw two brilliant lights and the shadowy outline of a plane speeding towards the southern part of the city. Going back to the radio set and "plugging in", we soon caught the voice of Lieut. Koontz calling: "Hello, Wright! Hello, Wright! This is Koontz talking from Station WRC. I assume you are ready to operate. I will stand by for you to come in."

Out set remained silent for some few minutes, and finally becoming impatient we started turning the dials. We were soon rewarded by hearing faintly at first, but much stronger as we sharpened our tuning, the voice of Lieut. Wright talking from the plane. Lieut. Wright began describing the plane and its equipment for night flying, as well as the equipment for radio transmission and reception. The location of the plane from time to time was given - over Bolling Field, thence to the Capitol, thence to the northwest of Washington; thence back over the Capitol to Northeast Washington; thence across the Potomac River to Alexandria, Va., Arlington, Va., and Fort Myer, Va. Prominent points were discussed, particularly the value of the lights along the speedway to Haines Point, which stood out as a large finger, affording the airmen a very good check on the location of Bolling Field.

Lieut. Wright was then requested by Lieut. Koontz to change his wave length from 469 to 750 meters, in order that Station WRC might receive the voice from the airplane on the temporary antennae erected east of the Tivoli Theatre, directly across the street from WRC and at right angles to the powerful antennae of that station. In this way advantage was taken of the shielding effect afforded by the iron framework construction of the Tivoli Theatre building, aided by the use of suitable filters.

The signals received from the temporary antennae by a specially designed receiver for that wave length were carried to a large speaker in the broadcasting room of Station WRC, thence into the microphone and out on the large powerful antennae of that station at 469 meters, this to enable the radio audience in the middle west to hear the experiment.

Following this change in wave length we were puzzled over the excessive amount of static we picked up, since the reception previously was good and clear, the rattle of static noises in our earphones being so great as to cause us to press the switch and close up shop. We were enlightened as to the cause of this when speaking to Lieut. Wright concerning the experiment. He stated that radio communication that night was very bad, the sky being cloudy, the air laden with a heavy haze and being full of static. The proximity of the clouds made reception in the plane very poor. When they took off from Bolling Field shortly before ten o'clock he could hardly hear the music that was being broadcasted at that time from WRC. He stated that in like manner the static disturbances interfered seriously with the re-broadcasting, due to the noise of the static being picked up on the temporary antennae.

Lieut. Wright added, however, that the receiving and sending apparatus on the plane was practical for communication with commercial receiving and sending

stations, and that under normal atmospheric conditions broadcasting would be entirely satisfactory, and that large commercial air transports of the future equipped with radio apparatus could maintain constant communication with ground stations throughout the course of their flight.

In regard to the wireless equipment of the airplane, this was the new Air Service Radio set, designed and built by the U.S. Signal Corps for use in observation type airplanes. The transmitter of this set is equipped with three tubes used as master oscillator, radio frequency amplifier and audio frequency modulator, respectively, and one tube which is used as a speech or tone amplifier. The power is supplied by a central power plant of the airplane and supplies the necessary power. A three-position switch on the panel permits continuous wave telegraph, tone modulated telegraph, or telephone transmission. The modulated telegraph is unique in that it is accomplished by the use of a very small alternator with variable frequency. The transmitter is remotely controlled by suitable means from the observer's cockpit.

The receiver is a Super-heterodyne consisting of a remote control amplifier and the tuner box. The amplifier contains two detector tubes, three stages of radio frequency and two stages of audio frequency amplification. The tuner box contains the tuning units and the heterodyne and has a reception band from 200 to 1200 meters. There are three controls on the tuner; one for tuning, one for the heterodyne and the filament control rheostat.

A long trailing wire serves as the antennae, and the metal parts of the airplane bonded together serve as a counterpoise. The ignition system of the ship is carefully shielded to reduce the amount of interference from ignition disturbances.

#### KELLY FIELD IS STILL ON THE MAP, EH HANK?

Dear Old Hank;

As the poets say, the postman hasn't been getting hump-backed bringing you mail lately. The fact of the matter is the spring fever has got me and I got about as much spirit as near beer, and that's that.

After all the baths I took and after all the rain that has fallen on me in the last two weeks, I finally adopted a flock of blue bonnet chiggers, which are so attached to me that I haven't been able to shake them off. Like mosquitoes, Hank, they have some of the finest blood running in their veins, not mentioning what I inherited from them myself.

The cadets are still going to school and are getting along jake so to speak. Picking them up and putting them down is getting to be gravy so to speak, even though some of them come down a little harder than the others they stay put, so to speak. Thanks for the book you sent Kenyon on "How to handle men". He says to tell you that he was well acquainted with the author. He knew him in Chicago when he was a rubber in a Turkish bath on Archer Avenue.

Major FitzGerald together with some ten other engines of war levelled off the rough spots of Fort Sill at a demonstration last week, and the Airways routes don't have to be scared of tearing their landing gears off when passing over that country hereafter.

Your friend Chaplain Crosby returned from Camp Benning and reported that the missionaries still made Georgia, but that he wanted to be sure that was all. After burning me up for not being present for services, he took Senor Cross, and he says to him: "I see that you were present at Chapel last Sunday, Sergeant." Cross scratched his head and says to our Padre - "So that's where I was last night, eh?" Always thirsty, eh Hank?

We visited the Old Soldiers' Home last week, Hank, and most of them wear beards now and remind you of the covered wagon. Winblad who was with us said he was very much in favor of beards for our present Army, then the soldier wouldn't have to go around with his collar buttoned all the time. And just think, Hank, how easy it would be to hide in time of war, not mentioning what you could hide in times of peace. Always dry, eh Hank?

Hank, some of our local talent put on a minstrel show called the "Dark Town Recruit", and it was a scream, in fact it was a riot. Balzak of the 68th was there and the bird who wanted vocational training as a crap shooter in the QMC took the house down. The electrocution of Jackson's voice was excellent; in fact, I was in favor of it, but the Chaplain was looking right at me. The banana eating contest which was won by Young was interesting - to hear him eat, he enjoyed it so much. Altogether, it was a success, Hank.

Hank, I got to tell you of the week end with the 42nd Squadron. Well to start with I got there in time for dinner, in fact I had it timed. Captain Wilson handed me a mess kit and I got in line and the first K.P. hit my mess kit with a piece of meat, the other K.P. hit it with a spoon full of spuds like a soft nose bullet and that was the last time I saw my meat. The next fellow put a quart of gravy on it and garnished it with a pickle with his thumb, sort of in-laid work, you know Hank. The last one slammed a slice of bread on top like a cover. The only reason they didn't put out coffee, Sergeant Raymond told me, was because there wasn't any room in the mess kit. Putnam was the first up for seconds, he must store his chow like a squirrel. Sloatman washed his mess kit and pretended he just got there, but this mess sergeant must of been in the intelligence Department during some of his service, cause he could tell yesterdays grease from today's, if he had scrubbed his mess kit with bon-ami. During the night a breeze struck us and something awfull strong got to smelling and it wasn't a violet bed either. We found out later that Heck and his dog "Itch" was chasing some animal with black and white stripes and then we chased the both of them out of camp.

We was up to visit the Hayes family last week and they have made some new improvements lately. They have put in a bath in their quarters and Sgt. Hayes was telling the frow that he just cant wait until Saturday Night. Sanitary, that's him, Hank.

The Second Divisions of which you was a member is putting out those horse exercise medals for service on the border. The folks won't know the difference any way Hank, tell em you was sittin on a hand grenade so it wouldn't go off and you saved the 1st Sergeants life.

We were up in the convalesst'in ward last week and we was watching the nurses and how they get around to the patients. They sure earn their money Hank, I never see anyone work so hard in my life. Sergeant McCormick was telling us that they would make a good wife for a first Sergeant, it would make him happy to sit arauud and watch her.

Well, Hank, I better quit before I get put on detached service with the Angels.

As Ever,

SHYLOCK.

P. S. Yes you're right Hank, this country needs an awful shaking up. What's the matter with Ford for President?

## NOTES FROM AIR SERVICE FIELDS

Kelly Field, San Antonio, Texas, May 10, 1924.

### TENTH SCHOOL GROUP

FORTIETH SCHOOL SQUADRON: Captain Guidera, Lieuts. Canfield and Snavelly made a cross-country trip to Laredo, Texas, in a Martin Bomber, on May 4th, returning the following day.

The Squadron received five additional DH4B's during the week, same being transferred to us from the 41st School Squadron.

The Inspector General paid us a visit recently, but he did not find any deficiencies in the organization that we know of.

Lieut. Chidlaw, with Lieut. Wittkop took off May 8th, for the first stage of a long distance cross country flight to Greenville, Michigan and return.

FORTY-SECOND SCHOOL SQUADRON: After Lieut. Chidlaw, 41st Squadron and his flying pupil Captain Hart, M.D., landed unexpectedly in a ploughed field near here, most of our ships were thrown "out of commission" until we could change certain control wires. Despite this, the flying time during the week was 175 hours and 45 minutes.

Lieut. Claude E. Duncan was assigned to the Squadron May 1st and is now Squadron adjutant and Supply Officer. Lieut. Spry departed on cross country to Washington on May 7th. Lieut. Biggs managed to get away on a 10-day fishing trip in the wilds somewhere near El Paso; no reports as to his success have been received.

#### CADET

FLYING/DETACHMENT: The Flying Cadet Detachment which lost one of its members last week has decided to make an impressive showing for the rest of the course to withstand the ravages of the famous Academic Board, an institution which is very terrifying to Flying Cadets.

Section A men are still on cross country work, and seem to be getting along fine. Section B is in the second solo stage, and progressing favorably. Class Section C is in the first solo stage, and doing fine. Ground school has apparently no terrors for them; - the examination returns in Aerial Navigation should be a case in point, and to judge from Captain Baucck's remarks at the bottom of the sheet, this section is well able to handle all problems of flight incident to a "Round the World" trip. Section D, is still undergoing dual instruction, and indications point to the fact that they will be doing solo work shortly.

### THIRD ATTACK GROUP.

SIXTIETH SERVICE SQUADRON: 2nd Lieut. Mervin E. Gross, pilot and Cpl. Erwin, mechanic, flying a DH4B-1, belonging to the Third Attack Group Hdqrs., left this field at 6:15 a.m., May 2nd on a cross country flight to New York City, to be gone about two weeks.

Captain Hastey, Assistant to the Eighth Corps Area Air Officer, accompanied by Pvt. Robert Wallace of this organization as mechanic, took off from this air-drome, in a DH4B, at 7:50 A.M., May 7th, en route to Tucson, Arizona.

Major Burwell, 1st wing Operations Officer, and Staff Sgt. Fubler of the 8th Attack Squadron as mechanic, flew cross-country to Dallas, Texas, May 3rd and returned the following day. A DH4B-1, assigned to Major Andrews, was used. Sgt. Fuller is Hangar Chief of the Airways Hangar.

HEADQUARTERS EIGHTH ATTACK SQUADRON: Flying last week was limited to training in attack and tactical exercises and routine test flights, with a few cross country flights.

The target season for this squadron closed on May 3rd and all men shooting for record finished on that date. They took more interest in shooting this year than last year and as a result 18 qualified as experts, 23 as sharpshooters, and about 20 as marksmen, an improvement of about 300% over last year's record. By next target season the squadron hopes to make 100% which would make it necessary for every man to qualify.

Moving pictures are being taken daily of the different phases of attack work and training, including the types of attack, attack formation flying, shooting of forward and tourelle machine guns, loading and fusing of bombs, and the bombing of targets on the range.

Pvt. Andrew J. Hill, selected to enter the 10,000 motor walk from Eighth Corps Area to be held at Governors Island, New York will proceed by air to Governors Island so as to be in the best of condition for the meet to be held in June. We hope he will be successful in this meet so that he may go to France to represent the Eighth Corps Area and the Air Service in the Olympic Meet. This shows that the Air Service may produce just as good athletes as the Dough Boys. Pvt. Hill learned his profession of heel and toe walking in the army and is known as one of the best amateur heel and toe walkers in this country today.

The base ball team defeated the 90th Squadron on May 5th by the close score of five to four, and is now tied for first place in the Group conference with the Thirteenth Squadron, each team having only one defeat against them.

THIRTEENTH ATTACK SQUADRON: 2nd Liout. Ray H. Clark, our Operations and Engineering Officer, was transferred to the 12th Observation Squadron at Fort Bliss, Texas. The 13th lost a valuable officer, but wishes him well at his new station.

Testing of service equipment on the planes of this squadron is still being continued.

TWENTY-SIXTH ATTACK SQUADRON: This organization furnished planes and personnel for flights in bombing practice, cross country and formation during the past week.

All planes of this organization, equipped with new type synchronized gears for forward guns, received a service test during the week.

All planes received a close inspection and examination of aileron control cables to determine the condition of the splicing of the wire at the quadrant.

Preparations are being made for target practice on the post target range. This squadron will go on the range on May 18th.

NINETIETH ATTACK SQUADRON: Training and Operations during the past week have consisted of Horizontal Bomb Attacks from an altitude of 200 feet using 25 pound Terra Cotta Bombs, Formation Flying, Tests of Service Equipment, cross-country flying and Routine Tests. The total flying time for the week was 20 hours and 51 minutes. The increase in the number of bomb hits each day is the result of daily practice.

On May 2nd Lt. Zettel, with Lieut. McKiernan, who recently returned from service in the Philippine Department made a cross country flight to Laredo, Texas and returned on the same date.

Lieut. Andrews flew cross-country to Houston, Texas to ferry Lieut. Harbeck, Air Service Instructor of the Texas National Guard, back to Kelly Field.

During the past three weeks, a plane from this organization was used for conducting service tests on various machine gun equipment by Lieut. Zettel and Lieut. Gillispie, Post Ordnance Officer.

Moving pictures were taken Wednesday, May 7th from a Martin Bomber by a Pathe News Representative of a nine plane formation above the clouds from the Third Attack Group. Three planes were furnished to the Group by this organization for the above formation.

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

#### 10th School Group

FORTIETH SCHOOL SQUADRON: Lieut. Alfred A. Kessler, Jr., as pilot with Lieut. Bartlett as passenger and Sergeant Tormey as mechanic, made a cross-country flight to Brownwood, Texas and return, for the purpose of participating in the sixth Annual Convention of the West Texas Chamber of Commerce. It is understood that a very good time was enjoyed by all present, except the mechanic. A slight mishap not anticipated by Sergeant Tormey served as a detriment in visiting outlying vicinities, as the bright new trousers which the Sergeant was wearing, and which he expected to flaunt before the feminine population of Brownwood, were torn while en route to that place. Hard luck Sergeant Tormey, better luck next time.

Orders were received for a number of Officers and enlisted men to proceed to Fort Sill, Oklahoma, with five Martin Bombers on Sunday, May 18th, for the purpose of participating in a demonstration at the School of Fire at that Station. Quite a number of the men expressed an eagerness to go, so those not chosen will have to be satisfied for a future similar mission.

Flying last week greatly increased in this organization due to the five DH4B's received from the 41st Squadron, these being used by students for Camera Obscura.

**FORTY-FIRST SCHOOL SQUADRON:** Lt. G. E. Rice, with Captain McIntyre of the Ordnance Corps as passenger, took off for Brownwood, Texas, May 13th, to attend the convention held by the West Texas Chamber of Commerce. The fliers carried a number of circulars and cards bearing greetings from the Chamber of Commerce of San Antonio which were to be thrown from the plane over Brownwood and neighboring towns.

A new sport, or rather a revival of boyhood pleasures in the form of sparrow killing, has served to keep the hangar crews interested during spare moments of the past few days. Nigger shooters or sling shots have sprung into evidence as the war on the sparrows which have become a source of considerable bother in the hangars has progressed with numerous casualties. Several attempts on the part of the Supply and Engineering Officers to poison the pests resulted in such complete failures that it was finally decided to resort to the methods learned by most of us in our youth. Lt. Rice claims four scalps in one afternoon and several of the men have taken their toll of the winged pest.

**FORTY-SECOND SCHOOL SQUADRON:** Flying time during the past week totalled 188 hours and 55 min. of which 167 hrs. 5 mins. was flown by students of the Advanced Flying School. Night flying was participated in three times during the week.

Three new planes were received from SAAID, to replace planes thrown out of commission.

**22nd PHOTO SECTION:** We are again in the possession of a Photographic Ship after having been without one for over one month. During that time a regular stock DH was turned over to us which could be used for obliques only.

This Section has three mosaics to complete within a very short time, and we are now awaiting suitable weather conditions to proceed with the work.

No further word has been received regarding the \$400.00 we requested in order to complete, or rather to start, the building operations of our new Photographic Laboratory. This amount being necessary to come within contract bid made by the lowest bidder. The summer is coming on and here is hoping that the required change is forthcoming.

**FLYING CADET DETACHMENT:** Under the extensive training the Cadets are progressing very satisfactorily, and are receiving grades above the average.

Section "E" which consists of about twenty-three men advanced to their first solo stages and are progressing rapidly in their flying.

Cadet Paul E. Johnson made an altitude test in an old DH and reached 15,100 feet. He complained about having his eardrums busted, and that he found it very cold while being up so high. He also stated that living in the mountainous country most all of his life he felt quite at home.

It has been reported that the Cadets are getting rather sluggish, and drowsy in their class rooms, owing to the fact that they are getting too much to eat. The Cadet Mess is one of the best in the United States Army (if not the best). The Mess Sergeant, (Trudo), and the cooks seem to think of nothing else but to try and please the Cadets with the food they put out.

Cadets Basset and Gilkey will make a cross-country to Fort Sill and return Sunday for the purpose of sketching the route.

**HEADQUARTERS THIRD ATTACK GROUP:** Activities during the past week were confined to formation flying, and bombing practice using 50-pound demolition bombs. The Pathe' News representative has taken quite a few pictures of the Group while thus engaged.

Officers of the Group have been engaged in trap shooting since April 17th. The scores for May show a decided improvement over the scores for April. Lieut. Gaffney is high man for both months with a score of 222 out of a possible 250 for April and 253 out of a possible 275 for May.

The Group is completing preparations to participate in a demonstration to be held at Fort Sill, Oklahoma, next week for benefit of the officers attending the School of Fire at that station.

Captain Harvey, Lieuts. Goodrich, Williamson, Moore, Corp. Henley and Master Sergeant Bottrill are representing the Third Attack Group at the Convention of the Chambers of Commerce of West Texas being held at Brownwood, Texas.

**EIGHTH ATTACK SQUADRON:** Flying during the past week was limited to training in attack and tactical exercises and a few cross country flights.

Pvt. Andrew J. Hill left on the model airways for Governors Island, New York with Lieut. Corkille from Brooks Field as pilot. Pvt. Hill will proceed to Scott Field with Lieut. Corkille, and then make the rest of the flight in another plane from there to Governors Island, New York, to attend the Olympic tryouts to be held in the Second Corps Area some time next month. Pvt. Hill will enter the walking event for 10,000 meters.

Pictures are being taken of the different types of machine gun gears and the different types of machine guns that are now installed on the attack planes.

The baseball team was again victorious over the Sixtieth Service Squadron baseball team on May 10th, 1924 by the score of thirteen to two. This is the second defeat the Eighth Attack Squadron administered to the Sixtieth, both games ending in a score of thirteen to two. The squadron team still stands tied for first place in the Group Baseball League.

**THIRTEENTH ATTACK SQUADRON:** Captain Harvey made the airways flight to Scott Field, Illinois last week, leaving Kelly Field on the 5th and returning on the 8th. On the return trip the Captain picked up a couple of German Police dogs and brought them back to the Field.

Lieut. W. L. Wheeler is in temporary command of the squadron during the absence of Captain L. L. Harvey, who is away on a cross-country flight to Brownwood, Texas.

**TWENTY-SIXTH ATTACK SQUADRON:** During the past week this squadron participated in formations for bombing practice, formation flying and routine test flights of new aircraft, aircraft instruments, equipment and accessories.

On May 12th, the squadron commenced target practice on the target range. Intensive training in the manipulation and care of the automatic pistol proved of much benefit to the squadron as a whole. Quite a number of exceptionally good scores were made, and it is believed that the squadron will qualify a large number of experts and sharpshooters.

Several new airplanes were recently received from the San Antonio Air Intermediate Depot, which brings the total of planes on hand to 7.

During the week all planes equipped with Wind Vane sights, Wind Vane and ring sights and the new type synchronizing gears for forward guns, received a service test of this equipment.

**NINETIETH ATTACK SQUADRON:** Training and Operations consisted of Horizontal Bomb Attacks on bombing range one mile Northwest of Kelly Field, using fifty pound demolition bombs; bombing from an altitude of 500 feet, formation flying, tests of service equipment, cross-country flights and routine tests. A total of 23 hours and 25 minutes was the flying time for the planes of this organization during the past week.

On May 12th, Lieut. O'Connor took off on a cross-country flight to New York, N.Y., with Corporal Reynolds as mechanic.

**SIXTIETH SERVICE SQUADRON:** Lieut. Gross, Group Supply Officer, with Cpl. Erwin of this organization as mechanic, returned from the cross-country flight, started on May 2nd. Their plane was washed out, May 4th, at Holly Hill, S.C. while taking off. Another plane was secured at Montgomery, Alabama, May 13th, and they returned to this field the next day.

Captain Hastey, Assistant Eighth Corps Area Air Officer, with Pvt. Wallace of this organization as mechanic, made a cross-country flight to Nogales, Arizona. They left at 7:50 A.M., May 7th, and returned at 6:10, May 12th.

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

#### 10TH SCHOOL GROUP.

**FORTIETH SCHOOL SQUADRON:** Very little flying was performed the past week, due to the absence of the commissioned personnel at Post Field, Okla. participating in the demonstration at that station. The past week was spent in painting, numbering and wiring, all ships assigned to the Squadron.

**FORTY-FIRST SCHOOL SQUADRON:** Lieut. Benjamin W. Chidlaw, who flew to Greenville, Mich. with Lieut. Wittkop May 18th, reporting a very successful trip. Lieut. Geo. E. Rice, with Staff Sgts. Hartley and Hobson took a trip to Medina River to inspect the proposed site for the Squadron Summer camp. It is contemplated establishing a camp, where during the hottest of the summer months, the members of the Forty-First Squadron may spend their week-ends enjoying fishing, swimming, boating and lounging; the principal sport, if permissible to so name it, will probably be lounging.

**FORTY-SECOND SCHOOL SQUADRON:** Lieut. Spry returned from cross country to Washington, D. C., stopping en route at Muskogee, Okla., Dayton and Cincinnati, Ohio. The time of trip was 14 days. Members of the organization and school detachment are taking advantage of the new camp established at New Braunfels. The camp is situated on the Guadeloupe River and has fine bathing facilities.

**FLYING CADET DETACHMENT:** Two members of this organization were dropped, but the work of the others is eminently satisfactory. Class C Section were initiated into the mysteries of night flying on Friday and Monday nights, and Section B the balance of the week.

During the earlier part of the week, Section A was engaged in observation and liaison work at the maneuvers at Camp Stanley. Wednesday afternoon this section made a cross-country trip to Austin and returned the same day.

Section B men completed their hurdle landings and will probably engage in formation work during next week.

Section C is now engaged in 180's and 360's, short rolls and hurdle landings, and seems to be getting along quite well.

Section D completed the maximum performance work on their curriculum and several members started in on 180's.

**HEADQUARTERS THIRD ATTACK GROUP:** The activities of the Group during the past week were confined almost wholly to training, flying various types of planes and target practice. The absence of the nine pilots on various cross-country missions left the Group rather short of pilots and necessitated a curtailment of the regular training in the development of the bomb attack.

Lieut. Zettel, Group Armament Officer, has been engaged since April 11th in conducting a series of service tests on gun sights, bombing sights, machine gun synchronizers, and various accessories pertaining to the armament of attack planes. A report of the tests has not yet been rendered, but it is understood that the results in some instances have been highly satisfactory.

**HEADQUARTERS EIGHTH ATTACK SQUADRON:** Flying during the past week was limited to training in attack and technical exercises and a few cross country flights. During the latter part of the week most of our pilots were flying pursuit planes with the 43rd Squadron.

We sent two of the attack planes of the DH4B type to Ft. Sill, Okla. to participate in the attack work with the artillery stationed there. Five attack planes made the flight from this Group, and Lieuts. Robinson and Goodrich piloted the eighth Squadron planes to Ft. Sill. They left May 17th to remain there for about ten days for attack and tactical exercises.

**THIRTEENTH ATTACK SQUADRON:** Capt. Harvey and Lieut. Wheeler left May 17th for the Artillery maneuvers at Ft. Sill, leaving the Squadron without officers. During their absence Lieut. Williamson of the Eighth is in command.

Due to the shortage of pilots very little flying was done by this squadron. Two flights were made for a machine gun test.

**TWENTY-SIXTH ATTACK SQUADRON:** Two planes were furnished for the formations at Fort V-5233, A.S.

Sill. Lt. Kimble of this squadron and Lt. Gross of the 90th were pilots.

All officers of this organization participated in trapshooting on the range during the last week.

**SIXTIETH SERVICE SQUADRON:** Major L. H. Brereton, Commanding Officer of the 3rd Attack Group, and Technical Sgt. Bernard Wallace of this organization as his mechanic, left May 21st on a cross-country to Fort Sill.

Captain Houghland, with Pvt. Kern of the Medical Detachment as passenger took off from the field Monday morning May 19th, on the regular weekly airways trip to Scott Field and return.

**NINETIETH ATTACK SQUADRON:** Training and Operations during the past week consisted of Horizontal Bombing Attacks on the bombing range, using 50 lb. demolition bombs; the bombing was done from an altitude of 500 ft. Formation Flying, Tests of Service Equipment, cross country flights, and routine tests were also carried out. A total of 19 hours and 7 minutes was the flying time for our planes.

#### Brooks Field, San Antonio, Texas, May 26 th.

A Board of Officers was convened at this field for the purpose of considering specifications for training type airplanes and all matters concerning training equipment or development thereof, also to make study and submit recommendations as to the necessity of the Ruggles Orientator at Air Service Schools, and recommendations as to where and when aerial gunnery should be taught and the proper type of airplane for that instruction. Officers detailed on the board are: Major Horace M. Hickam, President, Kelly Field; Major Walter G. Kilner, Office Chief of Air Service; Major Ralph Royce, Commanding Officer of Brooks Field; Captain Gerald E. Brower, McCook Field; 1st Lieut. Chas. A. Cover, Fairfield, A.I.D.; and 1st Lieut. John D. Corkille and 2nd Lieut. Julian B. Haddon of Brooks Field.

Lieut. Donald Royce, U.S. Navy, was the guest of his brother, Major Ralph Royce, during the past week.

Lieut. Robert G. Breene with Tech. Sgt. T. J. Kelly as passenger flew to Denver, Colo. on cross-country.

Lieut. Wendell B. McCoy with Staff Sgt. Magnus Susemihl as passenger flew to Birmingham, Ala., for the purpose of representing Brooks Field in the Dixie Air Meet held at that place.

Other Cross-country training flights included the following: 1st Lieut. Hez McClellan and 2nd Lieuts. Julian B. Haddon, Townsend Griffis and John H. Pitzer to Fort Ringgold, Texas, and return; 1st Lieut. Thomas Brooks, 2nd Lieuts. J.T. Cumberpatch and Harlan T. McCormick to Laredo, Texas, and return; Captain Paul T. Bock to El Paso, Texas, and return; Sergeant Wm. A. Winston and Lt. Col. Federico C. Recavarren to Brownsville, Texas, and return; 2nd Lieut. Carl B. McDaniel to Corsicana, Texas, and return; 1st Lieut. J. G. Taylor and 2nd Lieut. R.W.C. Wimsatt to Dallas, Texas, and return; Staff Sergeant Chester F. Colby and Staff Sergeant Edward Marsden, M.C. to Kerrville, Texas, and return.

#### Brooks Field, San Antonio, Texas, June 5.

May 30th, Memorial Day, Lieuts. Taylor, Haddon and Griffis flew a 3-ship formation over the grave of Lieut. Sidney Brooks, for whom Brooks Field was named and strew flowers on it as a token of respect.

During the past week 1st Lieut. Charles C. Chauncey, who has been the Officer in Charge of Ground School at this station, departed for duty in the Office Chief of Air Service. The best wishes of the entire field accompany Lieut. Chauncey, and we hope that he will be pleasantly associated in Washington.

On Friday evening the officers of the field entertained with a hop at the Club, which was greatly enjoyed by all present.

Cross-country training flights for the week end included the following: 2nd Lieut. Julian B. Haddon and Capt. Frederic H. Thorne to College Station, Texas, and return; 2nd Lieut. Carl B. McDaniel to Mt. Calm, Texas, and return; Sergeant Wm. A. Winston and Mr. W. G. Ruggles to Corpus Christi, Texas, and return; Staff Sgt. Roy L. Mitchell to Fort Ringgold, Texas, and return; 2nd Lieut. Harlan T. McCormick and 2nd Lieut. A. George, Cav., to El Paso, Texas, and return; Staff Sgt. George C. McGinley to Waco, Texas, and return; 1st Lieut. Carl A. Cover to Fort Clark, Texas, and return.

Sergeant Bill Winston is a hard guy! - - He doesn't care what he does at all. The other day while playing with an MB3 over the Field, he saw some sort of a bug with a malignant disposition, so he just threw his gas tank at it. Yes sir! Ripped the tank clear out of the ship - then came around and landed to see if he'd hit the bug.

Lieut. John Pitzer just left for his new station in Hawaii, Lieut. Pitzer should make an excellent Coast Artillery Officer as he has the proper temperament, build, n'everything.

Not only has Lieut. Pitzer left, but Lieut. E.B. Thompson is leaving for Pensacola, Florida. He will also ornament the Coast Artillery; as will Lieut. B. H. Sullivan, who leaves shortly for Panama. The post will, of course, be very sorry to lose these officers, and extends its sympathies to the numerous fair maidens in San Antonio.

If you should happen to see a student officer or a 'Kaydet' walking around under a deep blue cloud of worry and making funny motions with his hands and feet, don't let it worry you - his mind hasn't snapped under the strain of Capt. Bock's sketching course, but he's just trying to adjust himself to some new type of training ship.

Yes, we have 'em - the good old 'Jennie' will soon be a museum piece, along with the dinosaur, and other antiquated methods of transportation. And in its place our future pilots may be training in Fokker, TW3 or Huff-Daland jobs; this as the result of convening of a board of officers under the presidency of Major H. M. Hickam of Kelly Field for the purpose of considering a new type of training ship, and training equipment in general.

The Consolidated Aircraft Corporation of East Greenwich, R.I. the Huff-Daland Aircraft Corporation of Ogdensburg, N.Y., and the Fokker people have all entered planes, and a great deal of interest is being manifested by both the student and permanent officer personnel in the performances of the various ships.

Lieut. C. Y. Banfill returned from a cross-country to Indianapolis, having taken Pvt. A. E. Barry as passenger. Pvt. Barry is Brooks Field contribution to the American Olympic team. He is considered to be quite some diver.

Ordinarily school is not exactly a funny place, but quite occasionally some funny things happen there. The other day in a Meteorology class Sgt. Kelly was explaining the types and characteristics of clouds; finally mentioning the Cirrus type.

"These", he said, "are found at the highest altitudes and are composed of small particles of ice".

Thereupon a "kaydet" piped up as tho stating a great truth, "You can't fly thru them then, can you Sergeant?"

Kelly looked at him sadly for a moment, and then replied, "No, - you get out and put ~~on~~ your ice skates."

The student officers apparently decided that they could be of more value to themselves and others if they heeded old Ben Franklin's advice and united. At a recent meeting Major P. E. Van Nostrand was chosen President, Major J. H. Jouett, Vice-President and Lieut. L. F. Young, Secy-Treas.

The last regular dance of the local army social calendar was held here last Friday evening, and the weatherman, apparently believing in strong finishes, turned off the heat for the occasion, much to everyone's delight. The Officers' Club was very tastefully decorated in orange and white crepe paper by Lt. Sullivan and a corps of able assistants, and big balloons of all colours floated around over the dancers until they went the way of all good lighter-than-air craft - Yes, on the whole, it was a most excellent party.

Lieut. H. T. McCormick took a cross-country the other day, but he refuses to talk for publication. The only authentic information at present in circulation is that somewhere and somehow "Mac" tried to get away with 18 fence posts and all of the attached wire, belonging to a farmer of that neighborhood. The Lieutenant refused to say for what purpose he wanted the wire and posts.

#### Kindley Field, Fort Mills, P.I., May 8th.

With the departure of the June transport this field will only have four officers for duty, including the C. O. Clark Field is still worse off. They will have only two. However, it is understood that the June boat will bring in a large number of young birds anxious to exercise their wings.

Lieut. McGraw departed for China on the "Empress of Asia" from which place he will catch the June transport to the States. Lieut. McGraw has been stationed here for two years and goes to Scott Field for airship training.

This field is the only one in the department which has been able to turn over Air Service property without discrepancies or large surveys. Lieut. McGraw recently turned over the Air Service supplies without a single discrepancy or survey. The field is justly proud of this due to the fact that in one case a \$20,000 survey was necessary. Of course, this was due to the provisional system. However, this field was under the so called provisional system. It required approximately six months of hard labor to rebuild our supply room and classify property but the above proves that it was well worth the time and labor expended.

With the target season over and the Air Services participation so successfully accomplished, we all can breathe freely for a spell. It was, indeed, remarkable from both Air Service and Artillery view point.

Small arms target practice is now under way and it is sincerely hoped that a large number will qualify. It is hoped to complete this practice prior to rainy season.

Wilbur Wright Field, Fairfield, Ohio, June 5th.

#### New Route for the Round-The-World Flight.

Announcement has just been received of a change in the route of the latter part of the Round-The-World Flight. The original plan was to proceed from southern Greenland to Labrador and from thence by way of Quebec and Montreal down thru the States of New York and New Jersey. Recently it has been decided that it would be advisable to fly along the Atlantic coast, as the Douglas Cruisers during that part of the journey will be equipped with pontoons for landing on the water. Therefore the route will be by way of Hawke Bay, Newfoundland; Pictou Harbor, Nova Scotia; Boston, Mass., and Mitchel Field, L.I. From there the planes, after being equipped with landing gears instead of pontoons, will go by way of Washington, D.C., Dayton, Ohio; St. Joseph, Mo., Cheyenne, Wyo., and Salt Lake City, Utah to Seattle, Wash. where the Round-The-World Flight will be declared officially ended.

Flying time of Reserve Officers at Wilbur Wright Field for the past three months has been as follows:

March	20	hours	0	minutes
April	42	"	30	"
May	38	"	20	"
Total for the three months	100	hours	and	50 minutes

Lieut. G. E. Ballard is awaiting favorable weather for flying to Bolling Field. He will take with him as passenger, Lieut. Royce of the Navy, brother of Major R. Royce, Commanding Officer of Brooks Field.

On June 2nd, Lieut. H. H. Mills, as pilot, Mr. J. D. Riblet, Mr. W. Hadden, and Mr. John D. Gower flew from Wilbur Wright Field to Kansas City in a Martin Bomber to attend the Shrine Convention. They expect to return on June 6th or 7th.

Lieut. Raphael Baez of Mitchel Field, with Private Tolliday, visited Wilbur Wright Field on May 27th on a regular Airways flight.

Captain Henry Pascale was transferred from F.A.I.D. to the 88th Observation Squadron at the same Station.

Lieut. E. P. Gaines, formerly of Pope Field, N.C., arrived at Wilbur Wright Field and assumed command of the 7th Photo Section.

On May 21st, Lieut. G. V. McPike, Lieut. H.A. Bartron and Lieut. F.B. Valentine from Mitchel Field, started for Hartford, Conn. by way of Langin Field and Bolling Field. Each of these pilots ferried a JNSI plane for the use of the Connecticut National Guard. Two other Curtiss planes for the Connecticut National Guard left on May 22nd by way of Akron, Ohio, Cleveland, Rochester, Albany and Syracuse. They were piloted by Lieut. W. J. Hanlon and Lieut. H. H. Mills. The trip was made on schedule time by all of the pilots concerned.

Lieut. C. E. Thomas flew a Martin Bomber to Selfridge Field on May 21st carrying as passengers, Lieut. S. E. Frierson and Messrs. Collins and Shanahan of this Depot.

Lieut. and Mrs. F. P. Kenny left for New York City enroute to Panama on May 30th.

On June 2nd Captain John Colgan, Major H. K. Knerr, Sgt. Biesiot and Sgt. O'Neill flew to Camp Knox, Ky. Bowman Field at Camp Knox is the advance base for the 88th Observation Squadron during the combined maneuvers of artillery, infantry and Air Service troops. A detachment of the 88th Squadron proceeded by truck to Bowman Field, May 22nd, and will remain there until after the Corps Area inspection on June 6th. The Officers assigned to the 88th Squadron spent much of their time taking part in these combined maneuvers during the past ten days.

Lieut. and Mrs. W. S. Hamlin went to Philadelphia on May 27th, returning on June 2nd. During Lieut. Hamlin's absence, Lieut. S. E. Frierson acted as Adjutant.

Hdqs. 2nd Division Air Service, Fort Bliss, Texas, May 23rd.

Staff Sergeant Arthur Groves left this station for San Francisco, Calif. on May 17th. He drove through to San Francisco in his car and will leave for the Hawaiian Department on the transport sailing June 3rd.

Lieut. Evert and Staff Sergeant Johnson made a cross country training flight to Big Springs, Texas May 19th.

The Air Service at Fort Bliss won another base ball game Sunday when they played Ysleta, Texas ball team at Ysleta, score 5 to 0.

Staff Sergeant McNally spent the week end on a motor trip to Hot Springs, New Mexico.

A cross country flight was made by Lieut. Evert and Sergeant Rhodes to Nogales, Arizona, May 21st, for the purpose of making a mosaic of Nogales, Camp Stephen D. Little and airdrome, and on business connected with supply.

Lieut. Clark made a training flight with a Sergeant of the 1st Signal Troop as observer May 21st, for preparation of training of pigeons.

Hdqs. 2nd Div. Air Service, Fort Bliss, Texas, May 31.

Air Service machine gun target practice was held May 25th near Camp Bierne balloon hanger for competition of Second Division Air Service.

Recruit William Randolph, Ordnance Department, Eighth Corps Area was transferred to the Second Division Air Service and reported to the Commanding Officer for duty May 23rd.

On May 26th, Lieut. Weddington and Sergeant Rhodes made a cross country photographic flight to Florence, Arizona to make aerial photos for Geological Survey.

Lieut. Clark and Private Connelly flew May 26th on a cross country to Denver, Colorado for the purpose of training and logging the route.

Lieut. Gale flew May 27th on cross country to Gibson's Ranch and return, delivering a basket of pigeons to the Commanding Officer at Columbus, New Mexico.

The fourth squad won the prize for the highest percentage in pistol practice, each man receiving \$2.00 as his share of the prize. The members of the fourth squad celebrated their victory by having a dinner in Juarez, Mexico, Tuesday night, May 27th.

Lieut. Douglas made a cross country flight to Kelly Field, Texas, on May 30th, for the purpose of bringing Private Sanders to this station.

Rockwell Field, Coronado, Calif., June 6.

Military airmen from all sections of the Pacific northwest began dropping out of the skies to Rockwell Field this week. From Portland, Oregon, came Lieut. Oakley G. Kelly, famous transcontinental flier, who is in charge of the reserve corps flying activities in Oregon. Lieut. Kelly was not flying the magnificent monoplane T-2 this time but a weatherbeaten DeHaviland that he has driven through many a rainstorm in the Hood river district. Prior to Lieut. Kelly's return to Portland his plane was fitted up with a new engine, wings and landing gear. Accompanying Lieut. Kelly on the southward trip was Lieut. Theodore Koenig, in charge of the army flying base at Sand Point, Washington. Lieut. Koenig came to San Diego on a combined business and pleasure trip.

Sergeant Fowler of the 91st Aero Squadron arrived here at noon June 3rd from Crissy Field, returning the afternoon of the same day, having made a flying trip here for the purpose of securing spare parts.

Major B. C. Muhlenberg, who recently was graduated from the general service school at Fort Leavenworth, Kansas, is due to report at this Station June 20th as instructor for the R.O.T.C. encampments.

This Depot received a telegram on the morning of June 2nd from the Chief of Air Service to pull the engines out of eighty-three front fuselages and prepare them for shipment to the Atlantic Aircraft Corporation, Hasbrouck, N. J., and work was immediately started. The airplanes from which these engines were removed were received here from the Philippines sometime ago and have been in storage here awaiting disposition.

#### Phillips Field, Aberdeen Proving Grounds, Md., June 9.

The squadron activities for the past month show quite an increase over some of our past reports.

Lieuts. Bond and Bleakley returned from Walter Reed General Hospital where both had undergone an operation. Lieut. Bleakley is making preparations for a leave of absence during which he will make an extensive tour of Europe. He expects to visit England, Ireland, Scotland, France, Germany, Italy and Belgium.

Recently Lieut. G. E. Ballard inspected all the planes at this station and the major part were found to be in very good condition. We now have the Owl, one MB-1, one MB-2, eight NBS-1s, and 15 DHs.

Several parachutes were tested recently from the altitude of 200 feet and all tests were successful.

On May 10th a formation of three DHs led by Lieut. Seward and accompanied by Staff Sgts. Davis and Hudson, flew to Newark, Del. to take part in a demonstration at the University of Delaware which marked the closing of the school term.

Work on our new hangar doors is nearing completion. We are certainly glad to see this because heretofore we had only canvas draw curtains which were very hard to handle in a little wind.

Major Lohman is very proud of his new DH, which was recently finished in the Aero Repair at this station. He has taken several trips and has expressed his approval of the excellent work of the men in the repair.

We are now waiting for favorable wind and weather so that three 2,000 pound bombs can be dropped from 8,000 ft. An NBS-1 will be used during the tests.

Lieut. Hebert made a cross country flight to Hartford, Conn. and visited his home in Springfield. Good weather was enjoyed during the entire trip.

Lieut. Bond and Lieut. Bleakley made a cross country to Mitchel Field, New York and return.

Quite a few men from the Squadron got a real taste of being stranded without food for 24 hours when the boat, Men O'War, on which they were taking a cruise, got stuck in shallow water about a mile from shore. When it was learned that the boat had not returned and had been out all night three DHs piloted by Major Lohman, Lieut. Hebert and Sgt. Davis started a search for the lost boat and found it where it had grounded in the shallow water. When a boat was sent to the rescue it was late afternoon and as soon as the men got back to the post the mess hall was the first stop and their bunks next. Even after their experience everyone was ready for another trip.

The 49th Sqdn. and the 18th Airship Co. engaged in a game of baseball and after a very exciting game in which many errors were made on both sides the 49th Sqdn. came out in the lead by the score of 9 to 8. A few days later the 49th Sqdn. second team played the Ordnance team on this post and won by the score of 8 to 6. The 18th Airship Co. has beaten the 49th the past two years in football but the tables are always turned in baseball and basketball.

Staff Sgt. Linwood P. Hudson recently flew to Boston, Mass. in the cloud dispersing experimental DH for the purpose of having new equipment installed.

Of late the Chemical Warfare Service of Edgewood Arsenal has kept us rather busy laying smoke screens. Several screens were laid at Edgewood for the approval of Brig. Gen. A. A. Fries. Another was laid around Manhattan Island by Lieut. D. M. Myers and received due publicity.

Two DHs piloted by Lieuts. Bond and Hebert made a cross country to Lakehurst, N.J. on May 31st, for the aerial exhibition at that station. The trip was enjoyed by all and the big Shenandoah proved to be a very interesting subject. The high wind that blew during the entire program kept the exhibitions from coming up to expectations.

Lieut. Sutton of McCook Field, Lieuts. Jones and Valentine of Boston Air Port, Lieut. Shilt of Anacostia, Lieut. Dunlap of Fairfield, Lieut. Kessler of Kelly Field, and Lieut. Owens of Anacostia Naval Station piloting a new M2-0 were a few of our visitors for the past week.

The Sqdn. now has a very nice garden also five fine pigs. We are looking forward to having some nice vegetables this summer and fresh pork this winter.

The field maneuvers are on in full blast now and we are getting our share of it too. On June 2nd the men were called out at 3 A.M. to get the ships ready for an attack on Harrisburg and Ft. Hunter to destroy bridges and R.R. yards. The flight was made in four NBS-1's piloted by Capt. Hough, Lieuts. Myers and Barker, Sgts. Davis and Hudson. The flight started at 5 A.M. and finished at 8:25 A.M. The trip was successful. Due to inclement weather the mission for June 3rd had to be called off. June 5th was the date of the next mission, this time over Frederick Md., thence to Woodsboro, circle once, thence to Gettysburg, circle and continue to Chestnut Hill, circle once and return to Phillips Field. Four NBS-1's were to have made the trip but due to motor trouble one had to return, the remaining three completing the trip. The pilots on this mission were Lieuts. Bond and Bleakley, Sgts. Davis and Hudson. About 50 men from the 49th and 59th Sqdns. under the command of Lieut. Seward were camped at Woodsboro, Md. to carry on maneuvers with DH's from that place. From what we hear they must be having a good time.

#### San Antonio Air Intermediate Depot, Kelly Field, Texas, May 22.

Mr. Charles Bloom, eighty-four years of age, the father of Warrant Officer Albert Bloom of this station, was killed the evening of May 2nd by being thrown from an automobile, which his son was driving. The accident was caused by the collision of Mr. Bloom's automobile with a car driven recklessly from a side street at right angles to the moving line of traffic. Mr. Bloom's father was a fine old gentleman, liked by all who knew him. The officers and warrant officers of the station sent a beautiful floral wreath to the funeral parlors where the last sad rites were performed and where the body was prepared for shipment to the family burial place in New York.

Little Jack McGregor, the son of Lieut. and Mrs. Kenneth C. McGregor, suffered a severe sprain of his left arm by falling from a swing in the play grounds.

For some reason rattlesnakes seem to be more numerous here than in former years. The evening of May 5th Major Lackland stepped out on the front porch of his quarters and killed with a golf club a large rattler, which was coiled up on the warm concrete. Twenty seven other rattlesnakes have been reported killed by laborers on the grounds of the Depot within the past three weeks.

Lieut. Kenneth C. McGregor stepped off the rear porch of his quarters a few days ago and sprained one of his ankles so severely that he has been obliged to hobble about while attending to his duties.

Major Frank D. Lackland, the commanding officer, while overhauling and starting a gasoline engine, installed in the motor boat at the lodge at Medina Lake, was painfully burned about his face and hands. Happily no permanent injury was sustained.

First Lieut. John M. Clark, Air Service, reported to this station for duty May 19th from France Field, Canal Zone, where he has been on foreign service for the past three years, and in the absence of Major Frank D. Lackland assumed temporary command of this Depot.

Major Frank D. Lackland, the Commanding Officer, and 1st Lieut. Edward M. Powers, flying a DH4B-1 for delivery to Major General Mason M. Patrick, Chief of Air Service, left at 10:00 a.m. May 14th for Washington, D.C., intending to return about a week later by rail.